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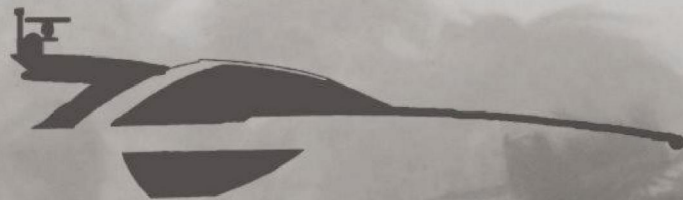


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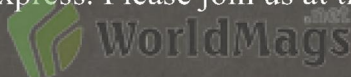
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IN PMY.

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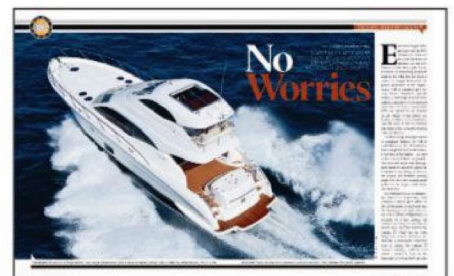
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Top photo Craig Wallace Dale; Bottom photo courtesy of Raymarine

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Photo by Marco van Belleghem

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LEADLINE

DO WE NEED BETTER LAWS FOR PFD USE OR JUST BETTER ARGUMENTS ?

Choices Good and Bad

Try doing an Internet search on "Coast Guard Considers Mandating Adult Life Jackets." Mine yielded so many citations of the exact same

press release—I stopped counting at 30—I couldn't determine its original source. I did learn its subject is an advisory group's recommendation that the USCG consider requiring *anyone* aboard a boat smaller than 18 feet, or being towed in any watercraft, to wear a PFD underway. The sheer number of rote quotations highlighted the lack of original research that pervades the Web in general—not exactly breaking news—and boating-related Web sites in particular.

Any proposal for new regulations generates more heat than light, so the interesting parts of those postings were the comments appended to them. Some were from libertarians decrying the "nanny state" and threatening bodily harm to anyone who dare enforce such a bad law, and absolutists who averred that everyone on every boat must wear a PFD at all times or risk fine, imprisonment, or both. Fortunately there was a more thoughtful middle ground like the wakeboarder who said that while he didn't like to see more regulations, he felt something should be done because every year people died on his lake from falling out of small boats and drowning.

Among those who sanely objected, the sticking point was requiring *adults* to wear PFDs, the argument being anyone of sound mind over 18 should decide the matter for himself. Those in favor of the rule felt it was like requiring everyone to wear a seatbelt. That put me in mind of my grappling with helmet laws as a motorcyclist. After much angst I concluded that wearing one or not should be an adult's choice because if one does make the decision not to, he'll likely not survive the scattering of his brainpan upon the highway, thus avoiding a trip to the ER and any financial impact on society. (In contrast, seatbelts prevent as many injuries as deaths, and so society does have a legitimate interest in people wearing them.) Society has the right to require PFD use for those too young to decide for themselves, but for those just too dumb to wear a one in a dangerous situation, I say it's their choice to roll the dice.

Seatbelts provide another interesting point of comparison with PFDs. While compliance with seatbelt laws is almost universal, I'd argue that it is persuasion through an effective ad campaign that has been the more effective means towards getting their near-universal use. After all, when you're trying to change someone's behavior, a convincing argument beats a court appearance every time. **PMY**

Capt. Richard Thiel
Editor-in-Chief



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QUESTIONS
COMMENTS
LETTERS
EDITS

MAIL

HAVE A COMMENT OR SUGGESTION? WE'D LOVE TO HEAR FROM YOU.

(NOT) LOOKING LIKE A DROWNED CAT

I would like to let your readers know that we have used the Turtle Alarm (see "News," July 2011) for the last three years on our cat, please note the picture (right).

We attach it to a small harness and he seems to not mind wearing it. He has only fallen overboard once, but we were able to get him back aboard safely. By the way, cats do swim—for a little while!

DON DALLY
SEATTLE, WASHINGTON

WE'RE BLUSHING

I must say you outdid yourself with the June issue. "Master of Maneuverability" was one of the most interesting articles I've ever read in any marine magazine. Kudos to you for publishing a viable alternative to the silly pod-drive fad. The Twin Disc system makes a lot of sense, and I am especially interested as I am currently in the market for a 50-plus footer.

On the other hand, I can't see the point of the single-pod system. I mean if a guy can't dock and maneuver a 34-footer, even with a single outboard, he really should[n't] be allowed on the water.

And as for the 557 outboard, really, is anyone actually going to pay a hundred grand for something that hangs off the back of a boat? Now that is silly!

Love PMY. Best boating magazine by far. Keep up the good work.

T. WHALEN
LIGHTHOUSE POINT, FLORIDA

TIT FOR TAT

The environmental whackos never cease to amaze me. In your "Boats" column (see August 2011), you feature a 32-foot catamaran, the Blue Planet 32, that runs



on battery power thereby producing no carbon emissions. Did you give any thought as to how the batteries are charged? In order to get a 100-mile range from battery power you would need to plug it into a power source that is produced by burning coal or some other fossil fuel. I suppose the aforementioned whackos think everybody is stupid enough not to see through this sham or they are just plain stupid themselves.

JAMES KING
CHESAPEAKE, VIRGINIA

Gene Carletta, owner of Blue Planet Catamarans, responds:

The most important point to remember is that electric boats like the Blue Planet 32 have a huge positive environmental impact



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A PLACEBO EFFECT PERHAPS?

We just received the March issue of PMY. We always enjoy your magazine and technical information. Our boat is a Northern Bay 36, with a 225-hp John Deere. We live in Daytona Beach, Florida, and summers we cruise the Intracoastal to Rhode Island.

My question concerns battery maintenance. We have two 8D batteries, no generator, 150 watts of solar on the roof. We anchor out a lot. The batteries are a few years old now. I remember an old-timer saying that occasionally an aspirin dropped into each battery cell would increase battery life and longevity. Does this make sense to you?

Keep up the good work.

ED THORN
DAYTONA BEACH, FLORIDA

Capt. Bill Pike responds:

Well, Ed, my initial take on your aspirin treatment was pretty negative, I gotta say. So, just to confirm my jaundiced view, I dialed up one of the technical guys at East Penn, one of the major-league purveyors of batteries here in the United States. The tech guy said that during his 30-some years of working at East Penn, he'd never heard of extending the life of a battery by dosing it with a headache remedy, whether aspirin or otherwise. He added that you'd be better off using the stuff yourself.

Boaters Online

OceanLED has launched a new site where you can browse its collection of underwater lights, find the right one for you and place your order. Check it out at oceanled.com.



In-Print | Online

Next month's issue counts off the 100 largest American-owned yachts in all their splendor. Our editors take you aboard a 191-foot Trinity, examine design trends for tenders, and cruise the breathtaking fjords of Norway on a Nordhavn 86. Check out pmymag.com to read the editors' blogs and see how they are preparing for the fall boat-show season. Navigate to our boat-review archive to see how the new launches stack up with the proven performers. The Web site's Boats for Sale section is a great place to do some market research and start thinking about your next boat. Like us on Facebook or follow us on Twitter to stay in touch and share your own experiences on the water.

CORRECTION

The draft on the Blue Planet 32 was incorrectly stated in our August Boats column as 14 feet. It is actually 14 inches. Fourteen feet of draft on a 32-foot catamaran would be a tad ungainly.

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THE LETTER OF THE MONTH

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DON DALLY

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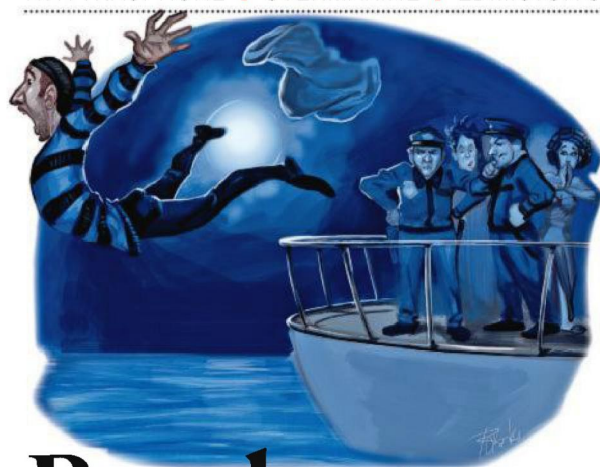
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Burglar Out on Triple Play

TEXT BY BRAD DUNN

George Wright is no smooth criminal.

The 41-year-old crook allegedly crept into the city marina in St. Petersburg, Florida, earlier this summer hoping to score loot from unlocked boats. But

according to police, Wright went wrong—three times in a row.

First, he set his sights on a 30-footer with an open hatch. The burglar slid in carefully at about 3 a.m., only to discover a pair of sleeping boaters. Lea Obermeyer and Gary Wall woke instantly and began yelling at him. Wright claimed a misunderstanding and said someone named Jimmy sent him to check on the boat.

"You have the wrong boat," Wall replied, according to the *St. Petersburg Times*. Wright left the vessel in search of another target. Highly suspicious, Obermeyer called police while

“You'd think after the first two strikes he would have given up and not tried to break into that third boat.

Wall went out and trailed him.

Next, the burglar boarded a different boat, where he met another sleeping owner. Thomas Reilly snapped awake and took the intrusion even more seriously. He pulled a gun on the culprit, according to the *St. Petersburg Times*. Wright left as quickly as he came and then found an unoccupied boat.

"You'd think after the first two strikes he would have given up and not tried to break into that third boat," police spokesman Mike Puetz said.

When police arrived, several angry boaters had surrounded the boat and were yelling at Wright. Two officers went onboard to arrest him, but he was not ready to give up. "They were about to handcuff him when all of a sudden he went over the side," Obermeyer said, according to *Tampa Bay Online*.

The crowd watched him swim off into the bay. The marine unit sent a boat to pick him up, but he refused. Finally, after 20 minutes, he tuckered out and swam back under gunpoint.

Wright was charged with three counts of burglary and one count of resisting arrest. At press time, he was being held in jail in lieu of \$30,150 bail. PMY

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QUIZ

1 Which navigator suffered from motion sickness: Lord Nelson, Magellan, or Columbus?

2 You're "anchored" if you have one anchor down. What are you if you have two down?



KVH Offers Three Months Free Broadband Airtime

With an eye to luring current Inmarsat users to its mini-VSAT broadband service, KVH Industries is giving away three months of free airtime to any boater who switches. The company's "Writing on the Wall" promotion requires boaters to purchase or lease one of its TracPhones and sign up for one of several subscription plans. "Old L-band maritime satcom services like Inmarsat cost too much and don't offer the bandwidth necessary to meet the needs of today's leisure mariners," says Brent Bruun, KVH senior vice president. "For less than \$50 a month, mariners can now bring the power and speed of next-generation VSAT onboard." The promotion runs through 2011. For more information, go to www.kvh.com/writingonthewall.

Overmarine Expands into Turkey

Italian megayacht builder Overmarine has signed an agreement with the Turkish brokerage La Mar Aqua to promote its Mangusta brand. The company's open-style yachts range from 72

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Sea Hawk Biocop^{TF}

A real-world test of this bottom paint produces some definitive results.



Toward the middle of this past July, I had my Grand Banks 32 Sedan *Betty Jane* hauled at a local boatyard for two completely different reasons. First, I wanted to facilitate a first-rate wax job. Using a big electric buffer on a comparatively small, faux-planked hull while it remains in the water is a dangerous proposition and, because the person doing the waxing is usually forced to work from a dinghy or a raft, often produces sketchy results. And second, I wanted to check on the condition of my bottom paint—Sea Hawk's Biocop^{TF}, a high-copper-content product with two biocides and a very reasonable retail price of about \$267 per gallon. I'd applied two coats of the stuff just about a year before, with a third coat along the waterline, in the garboard areas, and extending a foot or so down from the chines toward the keel. It had gone on quite smoothly (whether I was using a roller or a brush), despite a rather intense midsummer heat wave.

"Holy Cripes!" said the guy running the Marine Travelift when *Betty* came clear of the water. She was virtually clean except for some slime strands hanging off the tough-to-get-at-and-paint lower surface of her keel. The operator adjusted his cap for emphasis and added, "How long did you say this thing's been in the water?"

I was a tad amazed myself. I've owned *Betty* (or she's owned me) for seven years now and, during that period, I'd never before seen her nether regions look as smooth, clean, and barnacle-free upon haulout. Indeed, a few minutes of pressure-washing was all it took to make the one-year-old Biocop bottom job look virtually brand new.

The Travelift guy grinned at the sight, shook his head, and gave me a knowing, money-saving look. "Whatever you're usin' for bottom paint, bud," he advised, "you better keep usin' it." PMY

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to 165 feet and will soon include the 148-foot Oceano and 205-foot Mangusta. "Together with its geographical position and for the beauty of the marine nature that surrounds it, [Turkey] represents...a benchmark and center of potential development," said Maurizio Balducci, CEO of Overmarine. "La Mar represents for us the ideal partner to offer our clients a 360-degree service before and after the acquisition of a yacht."



■ Edmiston Names New CEO

Megayacht management firm Edmiston & Co. has appointed Mark Cornell (above) chief executive officer. Former CEO and chairman Nicholas Edmiston will stay on as chairman of the Monte Carlo-based company. Cornell will oversee global business for the brand which includes locations in London, New York, Abu Dhabi, and Mexico City. "I am thrilled we have been able to recruit one of the most accomplished luxury executives in the marketplace to lead Edmiston into the next stage of growth," said Nicholas Edmiston. "I am excited for the future and look forward to supporting Mark in his post as chief executive."

AGENDA



Answers

October 1-9	October 13-16	October 27-31	
The Genoa International Boat Show in Genoa, Italy. (+39) 010 53911. www.salonenausicogenoa.it.	The United States Powerboat Show in Annapolis, Maryland. (410) 268-8828. www.usboat.com.	The Fort Lauderdale International Boat Show. (800) 940-7642. www.showmanagement.com.	1 Lord Nelson
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BIG AND THE
NOT SO BIG

BOATS

SANLORENZO SL94
SARNICO ALLDAYS 39
BENETEAU BARRACUDA 9
RIVA 63 VIRTUS
HORIZON E54



Sanlorenzo SL94

Whether you're looking to enjoy a short stay on the water

or plan to cruise the seas for weeks, the newest build from Sanlorenzo offers contemporary accommodations and convenient amenities.

A modern take on a cruising yacht, the Sanlorenzo SL94 adds new styling elements and innovations to traditional design. Distinctive exterior elements of the SL94 include rectangular portholes, wide windows at the main deck, and powerful uprights supporting the aft part of the top deck. On that level, the SL94 offers two options: a hard-top covering a portion of it or a soft top with a radar arch.

The SL94 doesn't skimp on ergonomic innovation, either. The stern is equipped with a roomy garage hidden within the transom. Here, passengers can store all their water toys—including a 15-foot tender—without losing valu-

able deck space. The 94's also equipped with a hydraulic swim platform, which moves up and down to assist guests in and out of the water and allow for easy unloading of toys.

The SL94 offers two different options for power. The first option is two Caterpillar C32 ACERTs; with 1,890 horsepower each, they reportedly grant the SL94 a top speed of 31 mph. The other power option includes twin 2,100-hp MTU 16V 2000M92s that Sanlorenzo says gives a top speed of 33 mph.

The interior, designed by Francesco Paszkowski, features open spaces throughout. The large saloon on the main deck includes wide windows and is separate from the dining room. The galley, also on the main deck, is positioned forward. The lower deck of the SL94 has a more classic layout, with the owner's cabin amidships, a VIP cabin forward, and two additional

Specifications

LOA:	93'8"
BEAM:	22'1"
DRAFT:	6'3"
STD. POWER:	2/1,890-hp CAT C32 ACERTs
SPEED:	31 mph
PRICE:	Upon request

twin-bed guest cabins. The owner's cabin in particular is an airy space, with a roomy shower and vanity area.

Many of the transformations seen throughout the SL94 are inspired by elements in the recently released Sanlorenzo 104. Both vessels are from the Ameglia shipyard, which is synchronizing traditional yachting elements with technological innovations while creating the SL94. **PMY**

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BOATS

EXCLUSIVE

Sarnico Yachts
Alldays 39**Some boats are great for sunny days and are built to run wide-**

open on glass-flat water while allowing their passengers to totally bronze out. And other boats are built for rough-weather days far from land where everyone aboard is happy for the boat's indoor space and rugged build. But finding a boat that's just right for all days? Historically speaking, that can be a bit trickier. But perhaps that quest will become easier since Sarnico Yachts splashed the Alldays 39, a build that highlights the company's Colombo Series of boats. With an LOA just a shade under 42 feet, she's large enough to accommodate a gaggle of her owner's friends, particularly on her seven-person settee in the saloon. She has room enough to sleep five spread out over two cabins down below. There's also a head

**Specifications**

LOA:	41'9"
BEAM:	12'0"
DRAFT:	3'0"
STD. POWER:	2/300-hp Volvo Penta IPSs
SPEED:	48.3 mph
PRICE:	\$780,000 (fully loaded)

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accessible from the master and through the deck's passageway. Meanwhile, the 39's size also affords her admirable maneuverability and handling, particularly considering she'll be paired with Volvo Penta IPS systems ranging from 300 to 370 hp. A hull drawn by Brunello Acampora's Victory Design should perform well in all reasonable conditions, while an eye-pleasing profile designed by Nuvolari-Lenard ensures she's as fun to look at as she is to drive. And that's something you can count on all day, every day. PMY

EXCLUSIVE

Beneteau
Barracuda 9**Beneteau, the giant French boatbuilder that is currently**

making a concerted push into American markets, is well regarded for its innovative building techniques and efficiency of design. Some of its recent builds—the Swift Trawler 44, for example—wowed crowds on last year's boat show circuit with its ability to fit so many amenities onto boats not generally thought of as having space for such things. The Barracuda 9 looks to uphold that tradition and broaden customers' impressions about just how “big” a boat can come in a small(ish) package.

With an LOA of just under 29 feet, the Barracuda 9 shouldn't have much trouble finding places to dock, especially considering her 2'7" draft makes her amenable to skinny waters. But what she lacks in size, she makes up for with performance and design. With the ability to handle



400 hp generated by twin outboards, the Barracuda 9 will likely be able to top out at over 50 mph while maintaining a smooth ride thanks to Beneteau's patented Air Step hull. All that speed will be well put to use cruising out to the fishing grounds, as this boat was built with anglers in mind. Her open layout on the main deck allows for easy maneuvering while reeling in your prey, while a helm on her quasi-flying bridge gives the captain excellent visibility when scanning for tell-tale baitfish and birds. Sunpads forward of that helm space should keep the non-fishermen busy.

The wheelhouse can be accessed by two sliding doors, chosen to save space. Inside one

will find two pilot seats as well as a bolster-type copilot seat. Down below a berth is situated athwartships making creative use of the boat's 9'10" beam.

If you're looking for a sporty runabout—or perhaps even a versatile tender—for daytime fishing trips or similar on-the-water activities, you'd do well to give Beneteau a shout. You may just find their Barracuda 9 has that certain *je ne sais quoi* you covet. PMY

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Top photo courtesy of Sarnico Yachts; Rendering courtesy of Beneteau

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BOATS

Riva 63 Virtus

The 63 Virtus is the new flagship for Riva's open line,

a build-type steeped in glamorous history. In the past Riva owners have included movie stars and royalty, so it's with some excitement that those who follow that sort of thing anticipate exactly who will spring for this largest of the Riva opens. Whoever does open up their checkbook will be getting a boat that is replete with luxury, good looks, and high-performance features. The 63 retains the iconic lines of Riva opens of the past, a feat made possible in part by the clever concealment of her decks and electrical winches and amplified by her aggressively raked arrow-shaped side windows. Onboard, a cockpit is equipped with three settees to keep guests comfortable while they partake in refreshments courtesy of a fridge, sink, and optional grill. A sunpad

**Specifications**

LOA:	64'6"
BEAM:	15'9"
DRAFT:	5'3"
STD. POWER:	2/1,360-mhp MAN V12s
SPEED:	46 mph
PRICE:	Upon request

on the foredeck offers another excellent option for lounging. Underway the 63 is as athletic as would be expected of a boat of her build and pedigree. Twin 1,360-mhp MAN V12s can get her roaring across the sea at 46 mph at WOT or maintaining a jaunty cruise speed of 40 mph. With lots to entice even the most discerning of yachtsmen, perhaps the only thing Riva has left open to question with the 63 is which A-list celeb will be the first to be spotted aboard one. PMY

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Rendering courtesy of Riva Yacht

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Horizon E54



The latest flying-bridge cruiser from Horizon, the E54, couples

speed with innovative technology while minimizing her carbon footprint. With a projected maximum speed of 39 mph, the E54 runs on dual Volvo IPS900s, which offer great performance while minimizing emissions output and reducing fuel consumption. The advanced drive system also has the added benefit of extended cruising range.

Low-e glass windows accentuate a streamlined profile for the E54. An oversized windshield serves to maximize natural light and increases visibility while offering stunning panoramic

views. The layout, similar to that of a much larger vessel, features three staterooms and two heads and provides passengers with an open feel while making the most of space aboard. A newly designed helm station with dynamic positioning makes docking and maneuvering the E54 a breeze. Furthermore, the IPS drive's aft location allows for increased interior volume, making room for a full-beam master stateroom with a walk-in closet and head. The VIP cabin, which is located in the bow, is also highly spacious.

For those who have their sights set on great views, the E54 offers large sunpads as well as

alfresco dining for eight on the flying bridge. The aft deck seating includes dining for six as well. The E54 is customizable, with options for an aft galley location providing easy access to the cockpit. Notable options include a hydraulic swim platform. Additionally, transom trunk storage is available, making it easy to store most pieces of watersports equipment. The first E54 has sold and will launch in November. PMY

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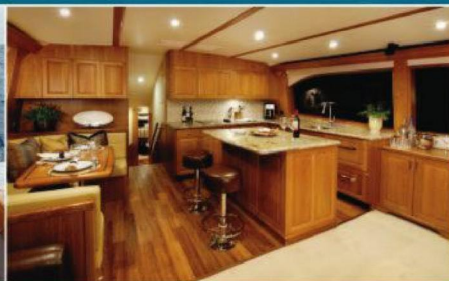


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BOATS

TEXT BY ALAN HARPER



CRN's Dislophen Concept

CRN says it looked at every-thing from the big, fast Mangustas to the dreamy Wally Island concept and came up with something roughly in between. Its Dislophen design, launched in July in London, looks like the improbable outcome of a marriage between a lightweight, aluminum express cruiser and a heavy steel superyacht. (Even the name Dislophen is a combination of the words displacement and open.) Working with the design studio of Gianni Zuccon, the shipyard claims to have created not just a new word but a new way of yachting.

An emphasis on wide-open decks is meant to heighten the onboard experience. The sleek superstructure puts guests in touch with sunlight, sea, and sky. Yet despite the performance promised by that low profile, the concept is based on a displacement-hull design. Cruising speeds are in the low teens; cruising range is not hundreds but thousands of miles.

There are three Dislophen designs—none quite finalized—of 46, 52, and 62 meters (138, 170, and 202 feet). All have in common an innovative accommodation plan that places the owner's suite on the upper deck, behind the wheelhouse, with an elevated view and a private aft deck—so you won't have to meet your guests at all if you don't want to. Down on the main deck each design has a conventional saloon and dining area leading out onto an unusually expansive cockpit, which takes up a quarter of the yacht's total length.

In all cases, superstructures are aluminum and hulls are steel, with slippery, rounded sections and an energy-saving bulbous bow. Caterpillar engines and generous fuel capacity are designed to give cruising speeds of around 14 knots (16 mph) and in the case of the 52-meter, a range of up to 4,000 miles.

The 62-meter (above) is undoubtedly the most spectacular design. There are five guest suites below and enormous main-deck spaces that include a 12-seat dining table, a raised forward entertainment lounge, a helipad on the bow, and a swimming pool.

The 52-meter features a full-beam VIP

cabin on the main deck, complete with a fold-down balcony. It also has an aft garage that launches the tender through a side hatch, which frees space in the stern for a capacious-looking beach-club area.

The 46-meter model has four guest cabins on the lower deck, each with a huge hull window, and a long, open-plan saloon and dining area with a full-beam, forward galley. Her stern garage is of conventional design, launching via a fold-down transom, and as with the 52-meter, there is also an upper sundeck with a small external helm station.

While remaining understandably cagey on prices, CRN brand manager Luca Boldrini stated that the new Dislophen yachts could be built for 15 to 20 percent less than a conventional tri-deck superyacht of comparable length, reflecting the concept's lower interior volumes. The shipyard reports serious interest in all three designs and says the first one likely to be built is the 52. **PMY**

■ CRN
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From the Forum:

"Abeking & Rasmussen is about to launch its next new build. See webcam: <http://www.lemwerder.info/webcams/index.html>."

—Boris_the_Spider

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Top rendering courtesy of CRN; Bottom photo by Claus Schiefe / TheYachtPhoto.com

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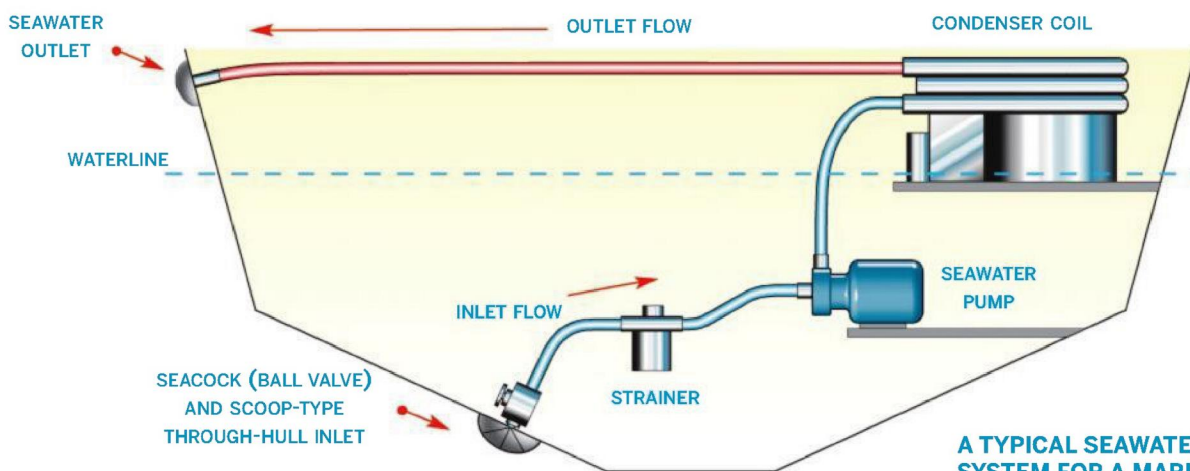
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A/C INSTALLATION
TIP OF THE MONTH
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CHOOSE THE RIGHT AIR-CONDITIONING EQUIPMENT AND HAVE IT INSTALLED PROPERLY.

TEXT BY ERIC COLBY



A TYPICAL SEAWATER PLUMBING SYSTEM FOR A MARINE A/C UNIT

Chill Out, Part II

Last month we showed you how to determine your boat's cooling needs as a first step in an air-conditioning installation or refit. Now that you know how much space you're going to be cooling and the size of the unit you'll need to cool it, it's time to select the actual equipment.

Your boat's layout will dictate where you put the air handlers. Check the unit manufacturer's specification sheet for dimensions and make sure that wherever you put one, there will be sufficient room to service the unit and a plentiful supply of fresh air.

An air handler should be located so that it has an open return-air path and its discharge ducting can be routed to a high point in the

cabin. Most units have blower outlets that rotate, which permits routing the discharge duct in the most direct path.

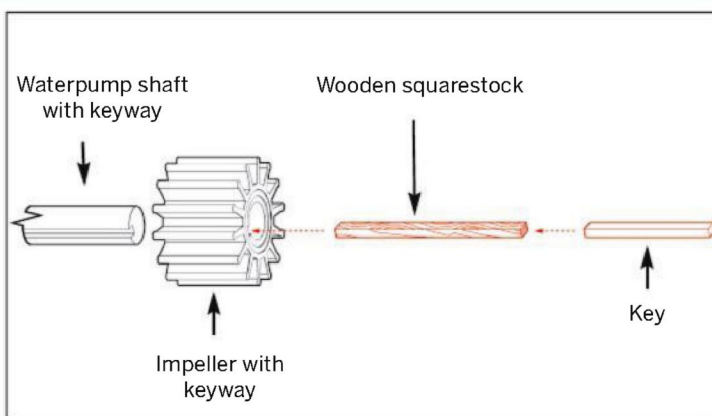
Don't undercut the required capacity for the air-conditioning system. Use a raw-water pump of adequate capacity for each of the systems onboard. The rule of thumb is 250 gph of water per ton of air conditioning. (One ton of A/C equals 12,000 Btu/hour.) Table 1 on the next page shows recommended seawater flow rates and minimum through-hull intake sizes for Marine Air's air-conditioning systems.

Once return air is drawn into the handler, it's cooled and then distributed via ducting into the appropriate space. It may first go through a plenum or "transition box" from which multiple ducts can lead to one or more areas. Use Table 2 on the next page to help you determine ducting sizes, plenums, and outlet grilles based on the Btus.

GARMIN'S TIP OF THE MONTH

NICK STANZIOLA, CLINTON TWP., MI

When installing a new water-pump impeller with a keyway it's often difficult to insert the new impeller into the pump while lining up the keyway slots on the shaft and the impeller. Cut a piece of wooden square stock the size of the key, only about 6" long. Use this faux key to line up the slots. Then slide the new impeller halfway onto the shaft, remove the faux key, and replace it with the real one.



Contest Guidelines

For your chance to win a **Garmin VHF 100** fixed-mount radio, send your best maintenance tip to **Capt. Bill Pike** at bill.pike@pmymag.com. One winner will be drawn from all entries each month. No purchase necessary.



Garmin VHF 100

Illustrations by Steve Karp; Top illustration concept courtesy of Dometic

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YARD

Now let's make sure you plumb the seawater system correctly and meet the electrical power needs, or nothing else will matter.

The seawater system consists of an intake through-hull fitting, seacock, strainer, raw-water pump, and overboard discharge through-hull, all connected by hose or piping. Choose a self-priming centrifugal seawater pump mounted below the waterline (that's why you need a seacock on this end) for efficient operation. If a pump serves more than one air conditioning unit, you'll need a pump relay and water manifold.

The plumbing must be self-draining so that if the boat is hauled, the system will drain, leaving no air locks to disrupt the water flow and reduce cooling efficiency. For shallow-draft boats where the pump cannot be mounted below the waterline, use a self-priming pump. The illustration on the previous page shows how your system should look.

Finally, you need enough A.C. power. Most air-conditioning units are available in three power ratings: 115V/60Hz, 230V/60Hz, and 230V/50Hz. Larger units may have three-

Table 1

System Capacity (Btu/hr)	Seawater Flow Rate (gph)	Inlet Size
5,000-12,000	250	1/2"
16,000-24,000	500	3/4"
30,000-48,000	1,000	1"

Table 2

Capacity (Btu/hr)	Duct (in.)	Return Air Grille (in. ²)	Discharge Grille (in. ²)
5,000	4"	60	30
7,000	5"	80	45
10,000	6"	100	60
12,000	6"	130	70
16,000	7"	160	80
18,000	7"	200	100

phase compressors. Consult the unit's spec sheet for the running current.

To select the right A.C. circuit breaker, multiply the compressor's running amps by 2.5 then choose the next highest capacity breaker. If the pump is wired with the unit (not on a pump relay), add the pump amps before multiplying by 2.5. Wire size should be per ABYC requirements. If you'll be running the

system off a genset, make sure it can handle the compressor's startup load; it's higher than the pump rating. (See August "Yard" to learn more about the Dometic SmartStart system.)

Now you know the details of the system you need—get it installed and chill out. PMY

Table data courtesy of Dometic

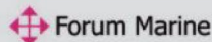
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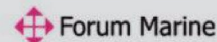
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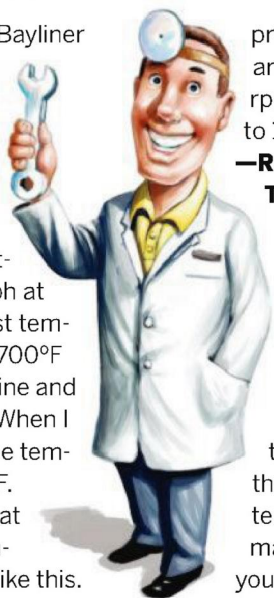
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YARD

Q&A PROFESSOR DIESEL

Q: I have a 1989 38-foot Bayliner with twin 175-hp Hino diesels that have been retrofitted with turbochargers, thus raising each engine to 210 horsepower. As I go from cruise to wide-open throttle (approximately 23 mph at 2800 rpm), turbo exhaust temperatures increase from 700°F to 950°F on the port engine and 850°F on the starboard. When I cut back to 2500 rpm, the temperatures return to 700°F. When I purchased my boat in 2002, the exhaust temperatures didn't change like this. I've checked the cooling system, making sure the thermostats open



properly and the heat exchangers are clean. I'm now running at 2500 rpm, which reduces my top speed to 15 mph.

—**Roger Blanchette**
Torrance, CA

PD: The rise in exhaust temperature could be normal because of the increase in horsepower. Horsepower is basically controlled heat. The more fuel and air you put into a diesel the higher the exhaust gas temperature is going to be. But the difference in the exhaust-gas temperatures between the engines may be a concern. First, I'd suggest you determine your actual engine temperatures using an infrared thermometer. This will assure that your

gauges are not bad. Next, I'd closely examine the entire seawater system on the port engine. Replace the impeller on the seawater pump and make sure the pump itself, all related belts, the sea-cock, and sea strainer are in good working order. Also, look for excessive bends in the engine's exhaust hose or restrictions in its exhaust-mixing elbow. And finally, bear in mind that full-load speed for most pleasureboat engines is a one-hour rating. That means under perfect conditions the engine will be able to safely run at wide-open throttle for one hour out of ten. After that hour is up, you should cut back to recommended continuous engine speed.

➔ **Professor Diesel** // Is Larry Berlin, director of Mack Boring's Training Services division.

QUESTIONS/FEEDBACK

Please submit all your questions to **PMY's** senior editor **Capt. Bill Pike** via email at bill.pike@pmyimag.com

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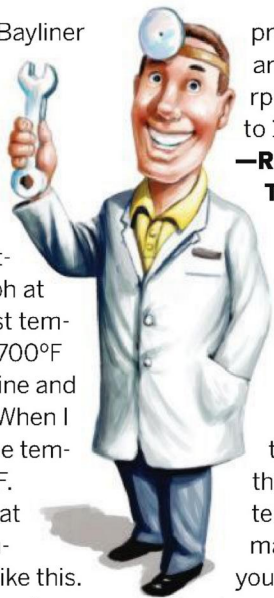
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YARD

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Illustration by Scott Pollack

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Installing Confidence

The National Marine Electronics Association sets the standards for certifying electronics installers.



In a big cardboard box in the corner of my workshop sit a dozen radios waiting to be sent back to the client for whom I've been testing them. Every one of them—when they were connected up according to the instructions—worked exactly as they were supposed to. I'd have been amazed if they didn't. Marine electronics are pretty reliable, and it hardly takes a rocket scientist to connect a power supply to the wires coming out of the back and plug an antenna into the socket marked "ANT."

Twenty or 30 years ago, that was about as technical as most electronics installations got: You cut a hole in a panel or screwed a bracket onto a console, plugged in a couple of wires, and pressed the "On" button. There were a few hidden snags—such as the fact that you can kill the performance of a radio by leaving excess antenna cable in a tidy coil—but at least each piece of equip-

ment used to do its own job, minding its own business, and having no need to discuss anything with other equipment around it. But those days are long gone: Even the simplest VHF radio should now be receiving information from a GPS, and the most basic echosounder may well be outputting data to a half-dozen networked displays.

And in addition to all the data that each instrument does want, it's also being bombarded with signals that it doesn't—interference from devices such as mobile phones and laptops and signals from Wi-Fi and Bluetooth, as well as all the old-fashioned whistles and whines from electric motors, alternators, ignition systems, and lighting.

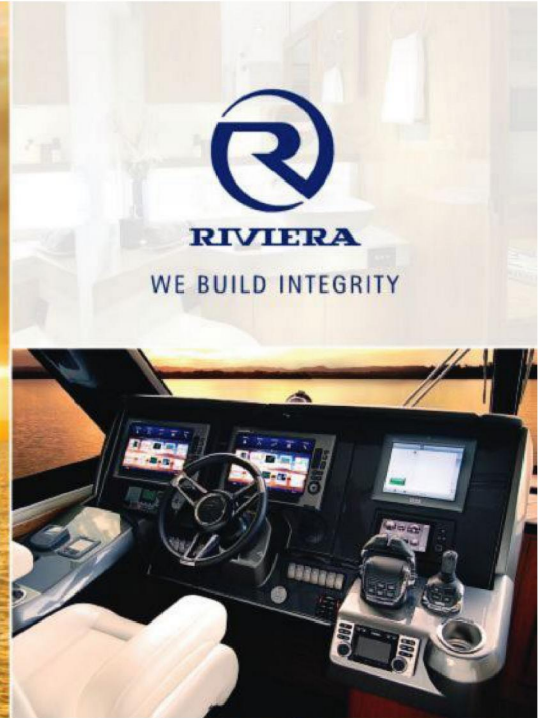
“It's actually a consumer Bill of Rights to assure the consumer that he is entitled to professional service.”

As David Hayden, the president of the National Marine Electronics Association (NMEA) explained it to me: “Now you've got GPSs talking to radars and radars talking to AISs and AISs talking to systems and data flowing all over the place. Customers have become aware that they really can't install this stuff themselves, and it has become necessary to train dealer personnel and technicians in the art of installing marine electronics correctly in the first place, and installing it with the correct-size cable and connectors in a professional way.”

For the past 20 years, customers who want to know that their electronics are being installed and repaired by the best of the best have been able to seek out a Certified Marine Electronics Technician (CMET). Anyone with a CMET certificate hanging on the wall of his or her shop has to have an FCC General Radio Operators License and is likely to have

Above: Think this four-monitor Furuno system was easy to network?

Top photo courtesy of Furuno



Your space ship is coming into orbit at Fort Lauderdale International Boat Show - the new Riviera 53 Flybridge.

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the FCC ships' radar endorsement, as well as a decade or more of experience. Even with all that training and experience, a CMET tech will still have had to pass an exam to demonstrate the ability to design, install, test, and troubleshoot complete systems and individual pieces of equipment.

But there are fewer than 160 CMET-certified dealers listed in the NMEA directory, and the truth is that you don't really need an FCC license to screw boxes to bulkheads or poke color-coded wires into numbered holes. So most dealerships employ a few installers who physically fit the equipment and a certified technician who comes along afterwards, checks everything, goes through the wiring, and completes a dockside test and maybe a sea trial.

To provide some stepping stones across the gap between the unqualified installer and the gold-standard CMET tech, the NMEA has introduced two lower grades of qualification: the basic Marine Electronics Installer (MEI) and the Advanced MEI (AMEI). "Now we are trying to get the installer to be a bit of a technician too," Hayden told me. The MEI is the entry level, for those with at least one year of practical experi-

ence and a good working knowledge of the NMEA Installation Standards Manual—a bulky three-ring binder that contains all you need to know about installing electronics.

The most recently introduced of the NMEA's personal qualifications is the AMEI. To be rated as an AMEI, an installer needs at least three years of experience and must have been qualified as an MEI for at least a year. More study and another course cover more advanced subjects, such as marine PCs, networked systems, antenna positioning, and interference suppression. The training and study lead up to another exam.

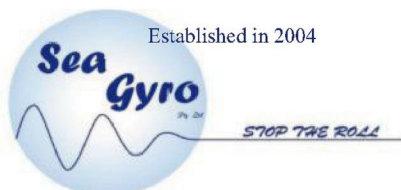
CMET, AMEI, and MEI qualifications all refer to specific individuals, but the latest addition to the NMEA lineup of certificates—introduced earlier this year—is different. As its name suggests, the Master Dealer program relates to entire dealerships. It's a system in which a dealership is awarded points for qualifications held by its staff—three points for each CMET, two for each AMEI, and one for each MEI—with additional points awarded for those who have attended specialist courses such as the NMEA 2000 course or manufacturer's training, or have updated their knowl-

edge by attending the annual NMEA-sponsored convention. Only those who score three times as many points as the number of technical staff they employ can claim Master Dealer status.

NMEA has set the bar high in the hopes that it will encourage more dealers to get their installers trained and provide a proper career path for promising youngsters leaving school. Manufacturers hope that better installations will lead to fewer warranty claims and fewer dissatisfied customers when it's really the installation or setup that's to blame, while dealers obviously hope that customers will choose a Master Dealer rather than going to that guy who walks the docks at the local marina.

But what's in it for us? "When a Master Dealer is approved, he ends up with a nice document that he can frame and hang on his wall," Hayden says. "But it's actually a consumer Bill of Rights to assure the consumer that he is entitled to professional service. It's about safety for the boating consumer and knowing that when he puts to sea that his marine electronics have been installed correctly and will work." PMY

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➔ Garmin GHS 20

A FULL-FEATURED REMOTE VHF MICROPHONE

You could buy two or three complete VHF radios for \$400, which is the price tag on the Garmin GHS 20. But, in all fairness, this unit is a lot more than "just a microphone," and the street prices that we're seeing advertised for the GHS 20 are a lot less than Garmin's suggested retail.

The GHS 20 is a remote handset that is waterproof, wireless, and compatible with any of Garmin's 200 or 300 series VHF's—though you'll need a software upgrade and will certainly have to add a GWH 20 wireless hub to the back of the radio if you don't already have one. The manufacturer's list price for the GWH 20 hub plus one handset is \$399.99.

What does all of this money and installation provide? You have the portability of a handheld



GARMIN GHS 20
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series radios (the GHS 10), the GHS 20 has a two-inch display and combination of press-button, soft-key, and rotary controls.

And as each hub can cope with as many as three handsets, the addition of another handset or two (listed at \$299.99 each) turns the VHF radio into a versatile onboard intercom, with full walkie-talkie capabilities between handsets.

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➔ Raymarine e7

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To describe Raymarine's new e7 as an MFD is like calling a BlackBerry a phone: The description is correct but a serious understatement.

The e7 has a sleek casing barely nine inches wide and less than six inches high. Most of its front panel is taken up by a crisp 7-inch WVGA, 800- x 480-pixel touchscreen with an antiglare coating so it can be seen through polarized sunglasses. One "non-button" button switches on the power and sets the backlighting; another drops waypoints or MOB markers; everything else is controlled either through the touchscreen or through the combined joystick and rotary control.

The new plotter isn't just a pretty face:

There's a powerful triple-processor brain behind the screen and some impressive networking functions that allow it to send and receive NMEA 0183 and NMEA 2000 data, video, and Ethernet, so it can handle all the usual marine data sources including radar, video, and thermal imaging. On top of that, it adds Wi-Fi and Bluetooth, so it can stream live video of its own display right to your iPad, control

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Photo courtesy of Raymarine

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BENETTI LAUNCHES ITS FIRST
VERTICAL-BOW YACHT.

TEXT BY ALYSSA HAAK







It's a story that's been told a thousand times: An owner decides to design a megayacht that will suit his every whim, finds a yard to build it, and then sets off to sail the high seas. And that's exactly what the original owner of Benetti's first vertical-bow yacht intended to do.

Five years ago, while the owner's third yacht, *Amnesia III*, was still under construction, he directed the designers from Redman Whiteley Dixon (RWD) to create something that was "challenging for the yard and not just traditional Benetti," says Toby Ecuyer, head designer at RWD. A rough design for the owner's fourth and most distinctive Benetti emerged on a cocktail napkin while Ecuyer and other RWD designers were on a flight from London to Monaco, and the designers and the shipyard set out to turn it into the yacht of the owner's dreams.

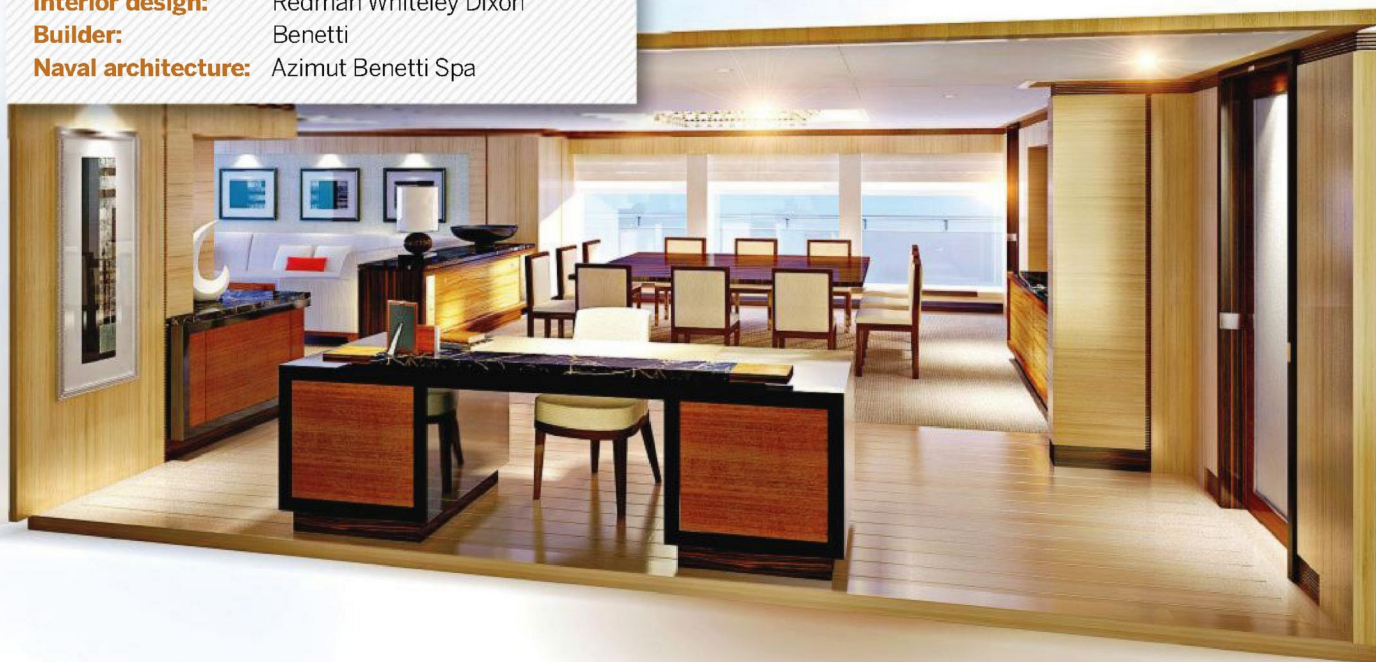
The design depicted a yacht with a plumb bow and an interior featuring chestnut wood and light-beige accents, matching the schemes of his previous yachts, all named *Amnesia*. And like those previous incarnations, this yacht's chestnut walls would be framed in walnut to match the furniture and contrast with the oak floors that run throughout.

But just as the happily-ever-after part of the story was about to begin, with the owner of *Amnesia IV* set to sail the seas, there was a surprise: She had sold. While the 130-foot *Nataly* was in the yard for refit work, her owner's representative saw *Amnesia IV* near completion, called the owner, and said she would be a perfect fit for him. They struck a deal shortly after.

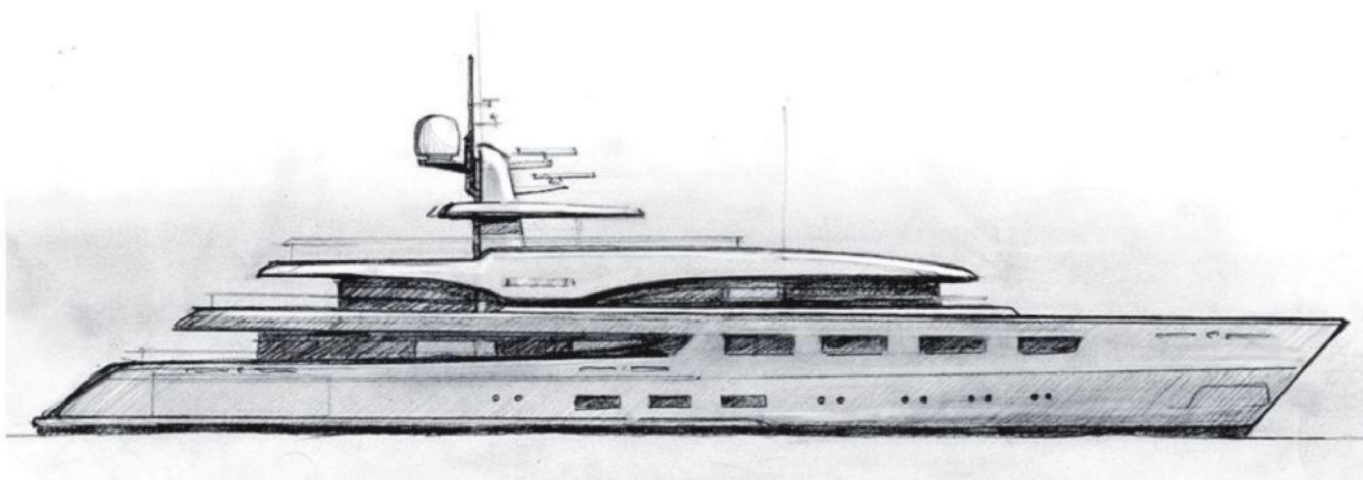
The final touches had not yet been added to the former *Amnesia IV*, now *Nataly*, when I saw her in the water at the Benetti shipyard in March. Furniture was missing and plastic sheeting protected the oak floors from

Specifications

Construction:	Steel hull, aluminum superstructure
Classification:	Lloyd's Register of Shipping
Fuel capacity:	40,947 gal.
Water capacity:	10,039 gal.
Engines:	2/2,258-hp CATs
Generators:	3/CAT C9, 200kW, 380V 50Hz
Bow thrusters:	Quantum Marine, Vosper
Watermakers:	Hern, Idromar, Village Marine
Air conditioning:	Condaria
Exterior design:	Redman Whiteley Dixon
Interior design:	Redman Whiteley Dixon
Builder:	Benetti
Naval architecture:	Azimut Benetti Spa



Above: A large dining table just forward of the saloon is the centerpiece of the main-deck dining area, which is surrounded by large windows.



the heavy tread of workers rushing to finish. But beneath the rush and clatter, a calming interior was nevertheless taking shape.

As she had been designed for both charter and private use, *Nataly's* interior layout is unsurprising, with the owner's suite on the main deck, six guest cabins below, a bridge deck with skylounge above, and a beach club aft, made possible by an athwartships tender garage forward that houses the seven-meter crew tender and custom owner's tender from Switzerland.

But personalization is visible in the details, Ecuyer said. For example the exterior teak on the main deck runs athwartships, and the oak floors in the main saloon match that pattern. Forward, past the square dining table and main staircase that connects all four decks, the

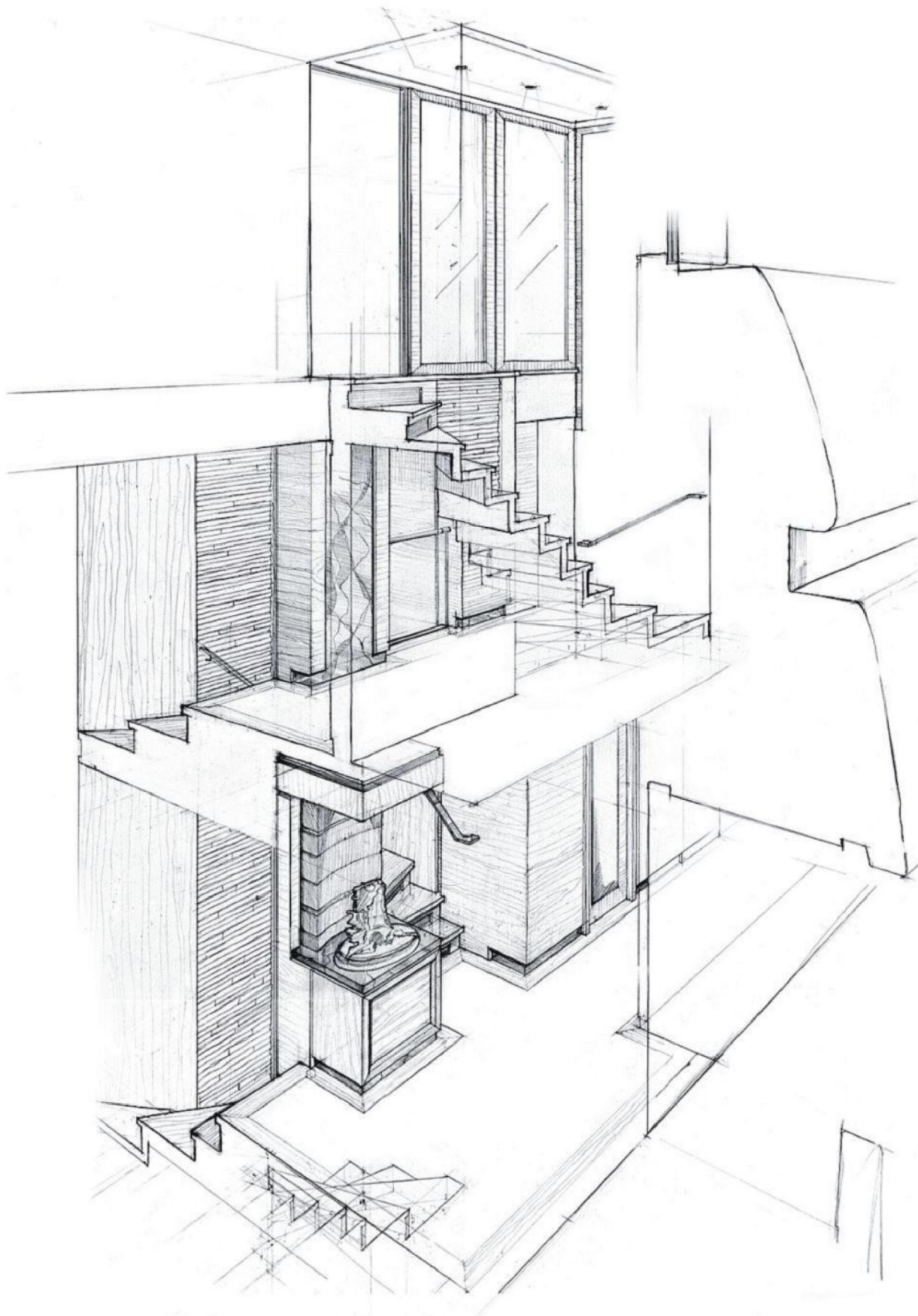
owner's suite opens into the study with a turn of a mother-of-pearl doorknob. The bed faces forward, toward the walk-in closet that leads to his and her baths with shower compartments crafted out of a single piece of white marble so the gray veining is uninterrupted. Framed by a six- by three-foot window, the starboard shower offers beautiful views to the outside.

On the lower deck, six guest cabins are arranged so that port and starboard are mirror images of each other. All are finished in the same soothing soft beige. The two aft cabins are VIPs, with queen-size beds and spacious sitting areas; the pair forward also have queen-size beds but lack sofas. The last two cabins feature twin beds.

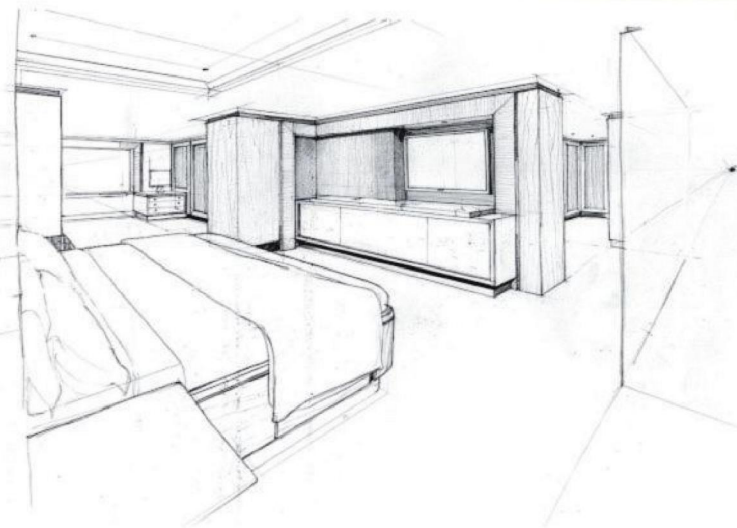
The crew's quarters are also on this deck and reap one of the bene-



Top: An early sketch shows a raked bow as a possibility. **Above:** The skylounge features the same chestnut walls with walnut borders.



Above: A cut-away sketch of the main staircase, which winds through all four decks and features textured walls, and how it relates to the hull.



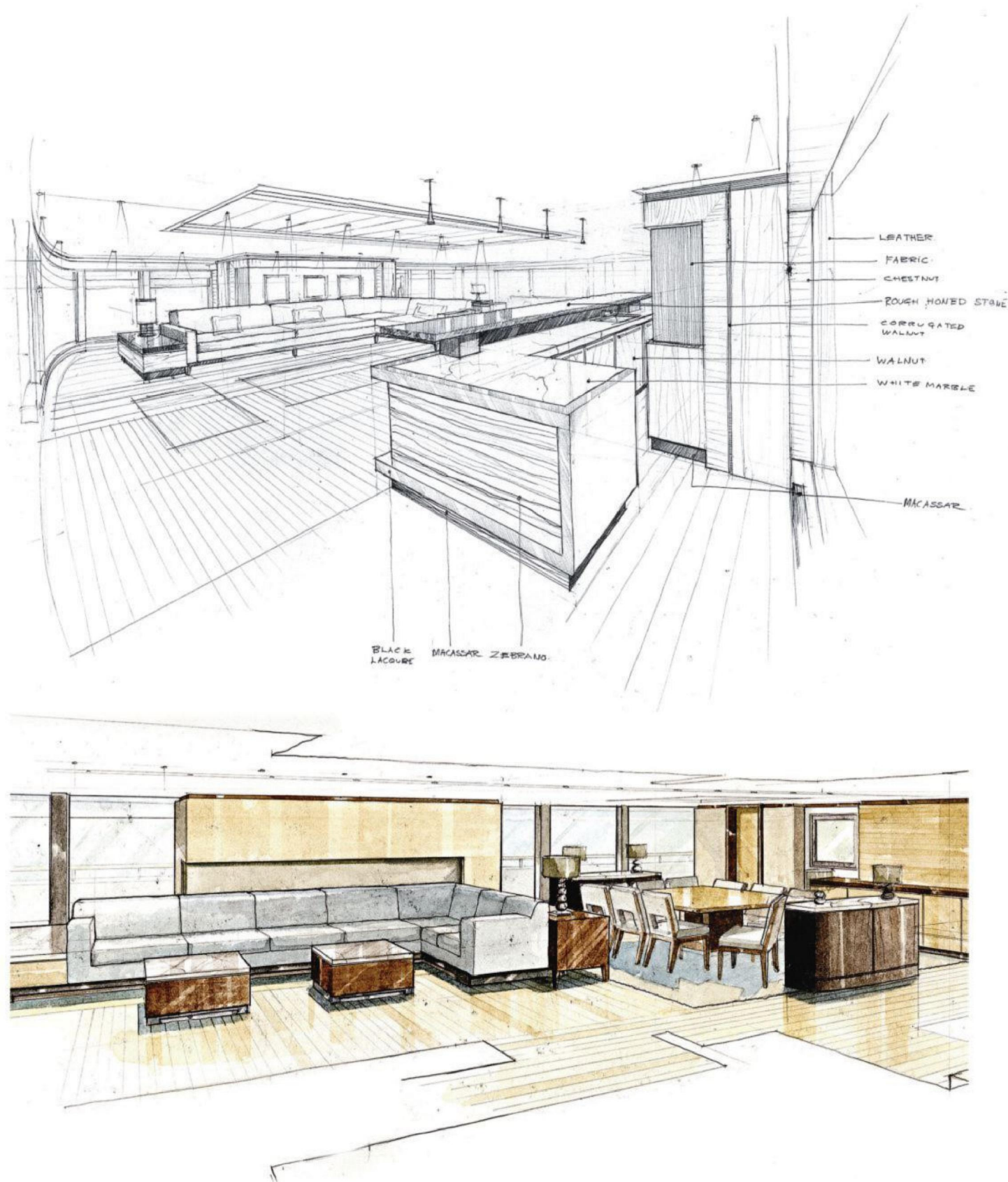
Renderings and sketches courtesy of Benetti and RWD

fits of the plumb-bow design: With more waterline forward, they're bigger. The eight cabins sleep 12 crew, and each features two closets, a small desk, and an en suite head—veritable luxury compared with some other yachts. The crew stairs and galley are both spacious.

The captain's cabin is on the bridge deck, aft of the helm, and features the same marble and Wenge wood in the head as in the owner's cabin. Also on this level are two midship flexible-use rooms currently employed as a gym (to starboard) and a massage room (to port).

An interior staircase leads up to the sundeck, opening on the port side of the radar arch where there's a partially enclosed dining area. (The starboard side houses a dayhead.) Forward sliding doors protect diners from wind and the ele-

Top: All guest cabins feature the same interior décor but the two VIPs also have settees. **Above:** The owner's bed faces the walk-in closet.

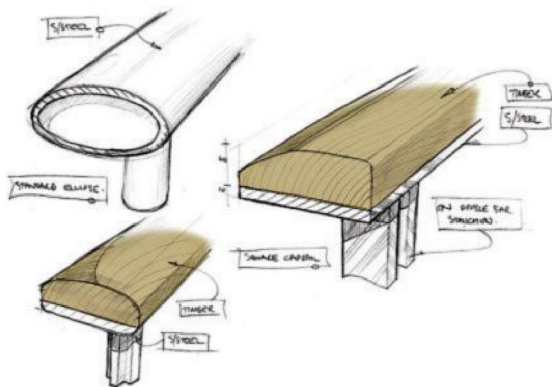


Top: In the design phase, each interior element is assigned a location. **Above:** The main saloon is open to, but separate from, the dining area.

ments while underway. The Jacuzzi tub is farther forward and unprotected. There's also an exterior staircase, one continuous spiral from here down to the main deck.

Though *Nataly's* layout is traditional, the details make her come alive. The interior staircase is finished with uneven ecru resin bricks; their rough surface lends both visual and tactile texture to an often-underappreciated element. Ecuyer pointed out additional details such as the leather-framed windows on the bridge deck, lights in the door frames that illuminate the doors, and the interior and exterior furniture that all share design details.

To accent *Nataly's* striking bow, Benetti designed its first pocket anchors, and her tender garage doors are just as seamless. The resulting sleek but powerful lines were particularly obvious as she was docked next to another 65-



meter yacht Benetti was preparing for delivery. *Nataly* gave off a vague sense of the battleships that inspired her.

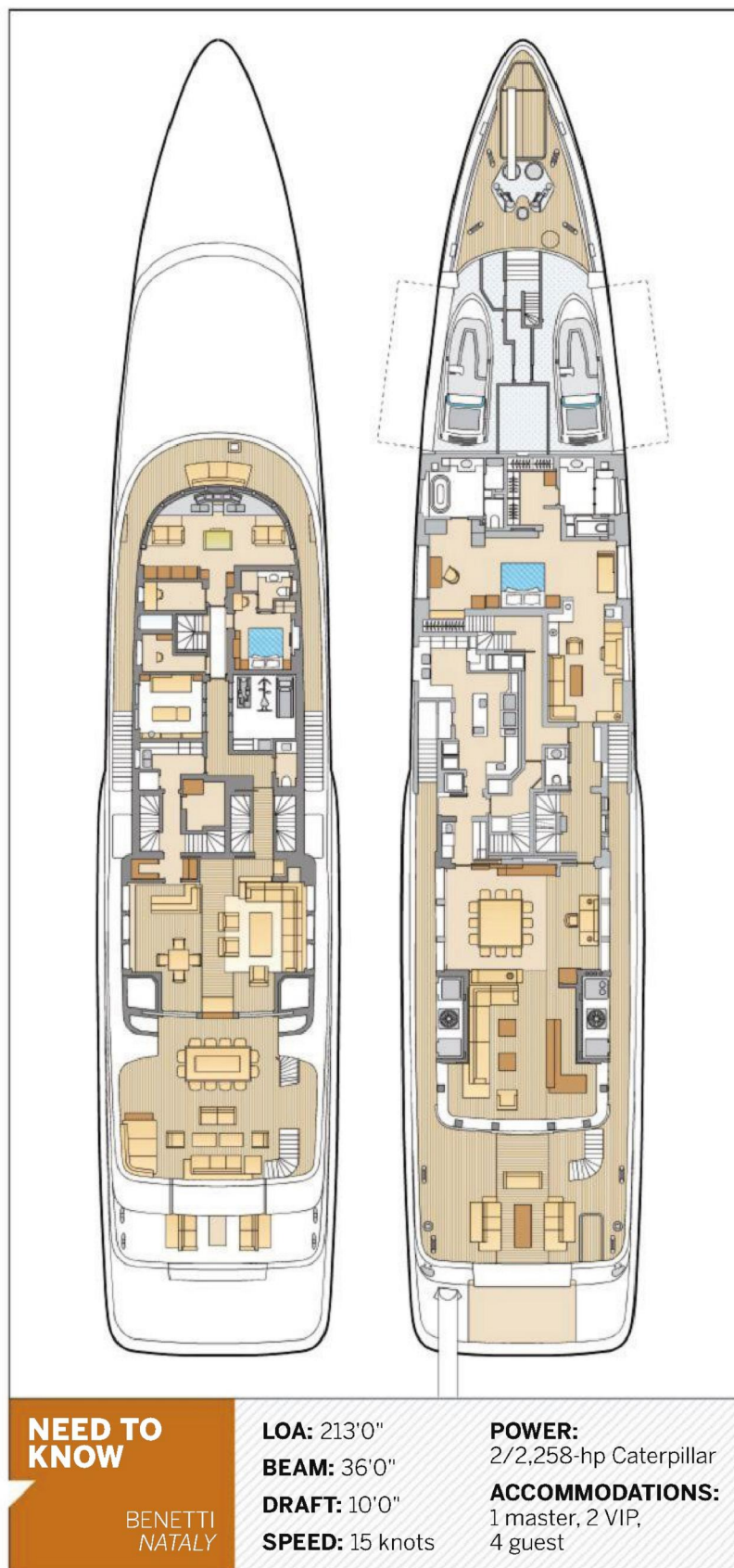
Benetti's first attempt at a vertical or plumb bow is a success not only in the aesthetic sense but also based on her performance. "She's more efficient," Ecuyer claims. "She has a longer range than predicted and a higher top speed." *Nataly* reached 17 knots (19.5 mph) on her sea trials rather than the predicted 15 knots (17 mph), which is her cruise speed. In addition to extended range and expanded interior volume, there are other benefits to a vertical bow. "There is less bouncing," Ecuyer says, "and it looks cool."

Nataly is the product of a driven owner, who knew what he wanted, designers who knew how to translate those desires into workable plans, and a builder that could make those plans a reality. But, she emerged from the Benetti yard the realization of another owner's dreams, the one who will be setting off to sail the high seas. PMY

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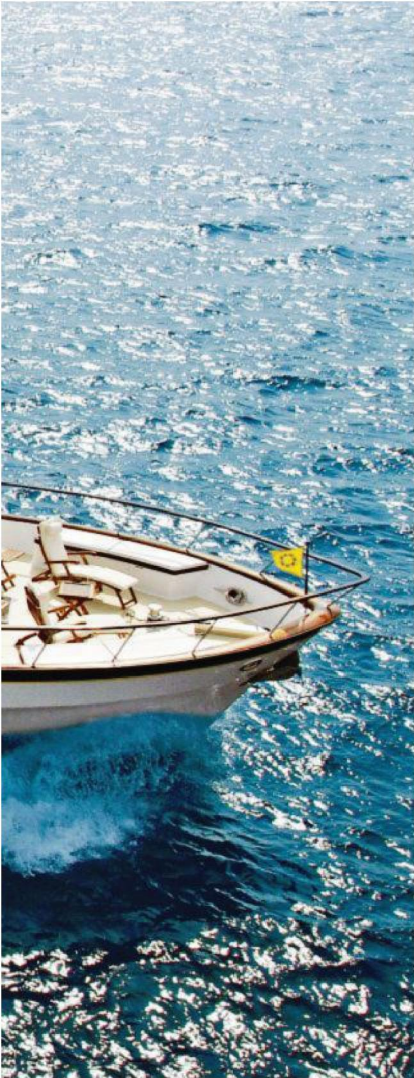
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Above left: Not surprisingly, every detail—down to the handrails, of which there are three designs—was carefully planned and considered.



Clockwise, top left: *Banyan's* new profile while underway and her original launch. The flying bridge offers plenty of room to relax.



ROCK STEADY

TEXT BY **ALYSSA HAAK**

C

harlie Dock at Newport Shipyard was filled with sailors putting last-minute touches on their 100-foot sailboats in preparation for the 2011 Transatlantic Race. As I walked out to the 102-foot motoryacht *Banyan*, I passed crew carrying helm wheels and long sections of pipe to their vessels.

Banyan has a lengthy pedigree. Designed by

AN EXTENSIVE REFIT, COMPLETE WITH TWO SEAKEEPER GYROS, PUT THIS VINTAGE PALMER JOHNSON ON AN EVEN KEEL.

Sparkman & Stephens and launched in 1980 by Wisconsin-based Palmer Johnson, she's seen a lot of changes over the last 30 years, but none as extensive as her last refit. After a year at Lauderdale Marine Center, she was relaunched with a 14-foot cockpit extension that houses two Seakeeper gyros plus many interior and engine changes.

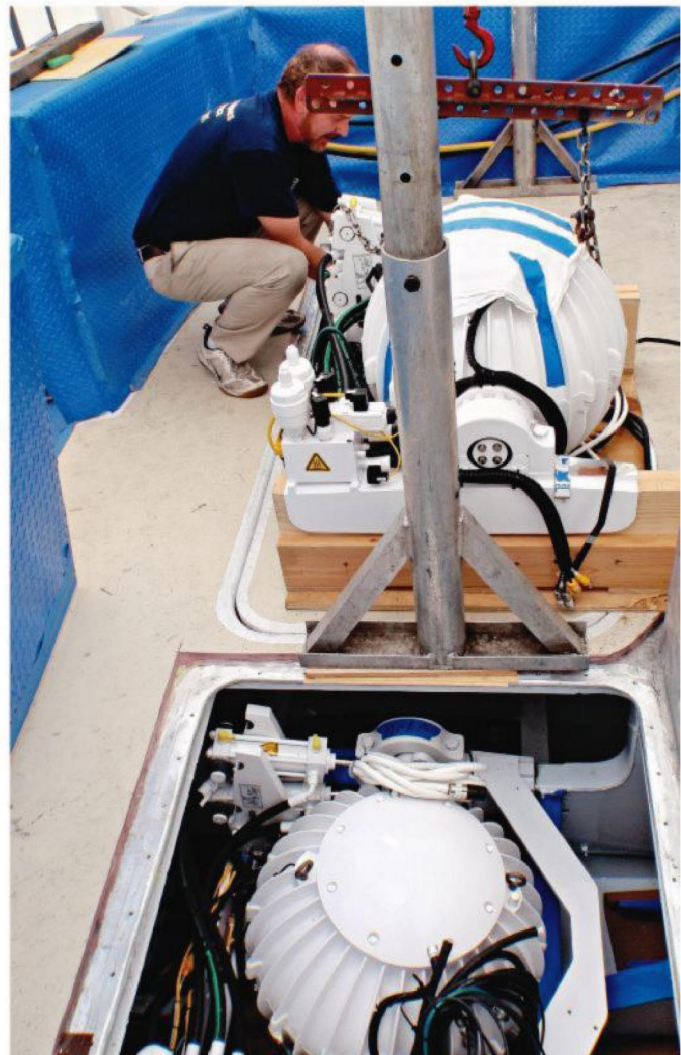
I had just enough time to climb aboard *Banyan* if I wanted to get a close-up view of the 289-foot sailing yacht *Maltese Falcon* as she departed. It was the second day of starts for the race, and she was scheduled to shove off at 2 p.m.

The timing turned out to be perfect. The number of spectator boats combined with

The Bosch appliances were chosen for their silent operation. The master suite is soundproofed by four inches of dead space.

Left: photos courtesy of Neptune Group Yachting; Top right: courtesy of Capt. Andrew Grego

Clockwise, from left: The cockpit under construction, the adding of the Seakeepers, the forward sitting area both under construction and complete. The finished cockpit.



three- to four-foot confused seas created the ideal conditions to test *Banyan's* new gyros. She'd already been equipped with Naiad fin stabilizers, but her owner wanted to add zero-speed units as well without adding more through-hulls. In addition, the aluminum hull extension had changed the yacht's center of balance. It was these two considerations that led the owner to add the two Seakeeper M7000As.

Capt. Andrew Grego piloted *Banyan* into the fray of spectators where we sat with the gyros off and the fin stabilizers on. We were rocking at a 15-percent roll, but as soon as the Seakeepers were flipped on, that dropped to an approximately a seven-percent roll. That was the difference between needing to hold a railing and walking unaided. In fact, when the gyros were flipped off again, an unlatched fridge on the flying bridge opened and launched its beverages across the deck.

Then it came time to put both the gyros and fins to work while underway. The Vineyard Fast Ferry was headed in our direction, so Grego radioed over with the simple request that they "wake the hell out of us." A bemused affirmation of the request came in reply, and *Banyan* headed right into the waves. An empty plastic water bottle near me remained upright, and I could hardly feel a bump.

The change in center of balance, rudders and prop location, and a repower also pro-

vided other advantages. *Banyan's* cruising speed is now 2.5 knots faster at the same rpm with a decreased fuel burn and her top speed has increased by 5 knots to 22 knots. There was also an aesthetic improvement: The extension made the 30-year-old yacht appear more in line with current design trends by providing additional outdoor space that is close enough to the water to fish from. There's now more room to fish and store toys, and getting in and out of the tender and water is easier.

In addition to the extension and stabilizers, *Banyan's* engines were upgraded to twin 875-hp Caterpillar C18s, which are more powerful yet more compact than the previous engines. To remove the old engines, craftsmen at Lauderdale Marine Center cut a large hole in the hullside the size of the new smaller engines. The larger older engines were first

Photo credits clockwise from upper left: Capt. Andrew Grego; others Seakeeper



Top photo courtesy of Capt. Andrew Grego; bottom Neptune Group Yachting

dismantled while still inside the hull, then removed piece by piece, after which the new CATs were lifted by an A-frame, slid in, and then lowered and mounted to the stringers.

And the system upgrades didn't stop in the engine room. From bow to stern, equipment was added or replaced. *Banyan's* windlass, bow and stern thrusters, freshwater systems, and air-conditioning piping, insulation, and compressors are all new. Most of the upgrades were designed under the owner's directive to make the yacht as quiet as possible. So the hull around the master stateroom, with his and her heads, ended up surrounded by four inches of dead air to muffle the noise of the engine room. Even the new Bosch galley appliances were chosen for how quietly they run.

Such an extensive refit completed in just a year and under budget wouldn't have been possible if it weren't for a knowledgeable captain and a hands-on owner. Grego has been at the helm of *Banyan* for nearly seven years, which allowed him to offer changes that make the yacht easier to run with a standard three-person crew, which includes a chef and his wife Karen, a captain's license-holding stewardess.

At the end of my stability test, *Maltese Falcon* was well into the Atlantic, and we were well on our way back to Charlie Dock. It was a new beginning for *Banyan* whose future is as steady as it is bright. PMY



photo: Aquas Yachts

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AT THE PLEASURE OF THE PRESIDENT



T

EXTENSIVE HULL REPAIRS—AND SOME NEW TECHNOLOGY—MAKE HISTORIC *HONEY FITZ* AS SWEET AS EVER.

TEXT BY **JASON Y. WOOD**

he owner of *Honey Fitz* made the right call—twice. First, after the former presidential yacht had paid many visits to various repair yards since the mid-1970s, he decided to undertake a full refit. Second, he hired Jim Moores of Moores Marine to do the job.

The scope of the work was daunting, especially considering that the owner wanted *Honey Fitz* to get a U.S. Coast Guard Certificate of Inspection (COI), which would allow her to carry paying passengers. The standards specify manning requirements, allowable number of passengers, and required safety and fire-suppression equipment, as well as standards for hull stability, and they can be challenging for older boats to meet and maintain. Little did the restoration team

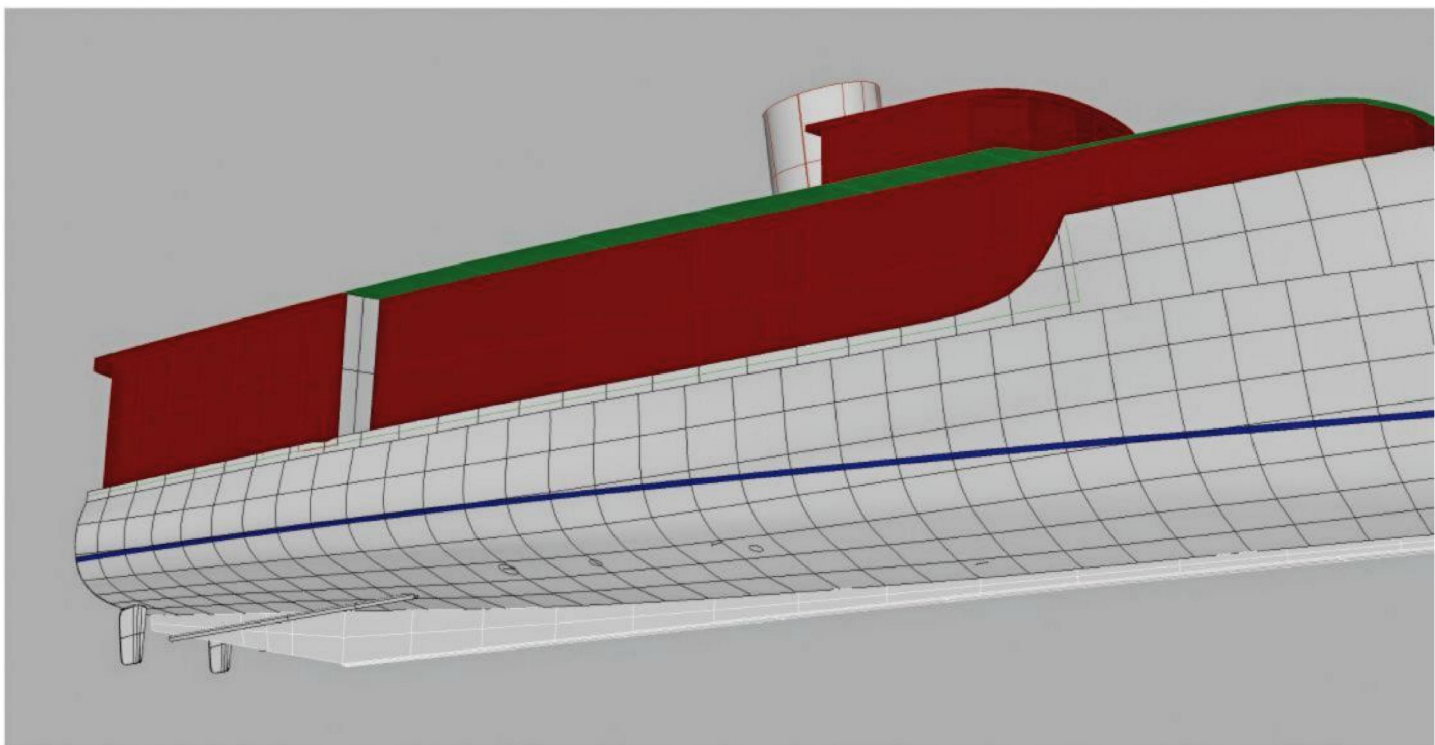
know that the certification process would also give them a full hull scan and the data to make the repairs more effectively.

The owner understood the importance of this yacht to history, since she embodied the seaborne component of President John F. Kennedy's mystique. *Honey Fitz* is a 92-foot commuter-style motoryacht that was built by the Defoe Boat Works in Bay City, Michigan, and christened *Lenore II* in 1931 by Sewell Avery, who ran Montgomery Ward and vigorously opposed President Franklin D. Roosevelt's New Deal policies. Stories differ on how the boat passed from Avery to the U.S. Coast Guard in 1942. Whether Avery sold her or the government expropriated her is unclear, but the yacht saw service during World War II as a picket ship off Rockaway Point and Fire Island, New York. She also served as a

Top inset photo: Tumblr.com; Above photo courtesy of Moores Marine; Bottom right photo: Corbis



Clockwise, from above: Jim Moores, foreground, second from left, and his team engage in some “backwards boatbuilding” on *Honey Fitz*’s starboard hullside. *Honey Fitz* in her heyday, cruising through the Kennedy years. Back afloat, her refit is nearly complete. A life ring from the yacht’s time in service to the president.



training ship for submarine crews, and in June 1945 was refit to serve as tender to successive presidential yachts, the 165-foot USS *Potomac* and the 245-foot USS *Williamsburg*.

When Eisenhower assumed the presidency, he sent the lavish *Williamsburg* back to the Navy, where she had served as a patrol gunboat and communications vessel in World War II. He preferred the more conservative 92-footer, which he renamed *Barbara Anne* and used in Narragansett Bay and on the Potomac.

When Kennedy entered the Oval Office, he also renamed the presidential yacht. He called her *Honey Fitz*—the nickname of his beloved maternal grandfather, John Francis Fitzgerald, a two-time mayor of Boston. And as Kennedy enjoyed the yacht on the

Potomac and in Newport and Palm Beach, *Honey Fitz* became part of the lore of Camelot. Sold off during the Nixon Administration, the yacht has been in private hands ever since.

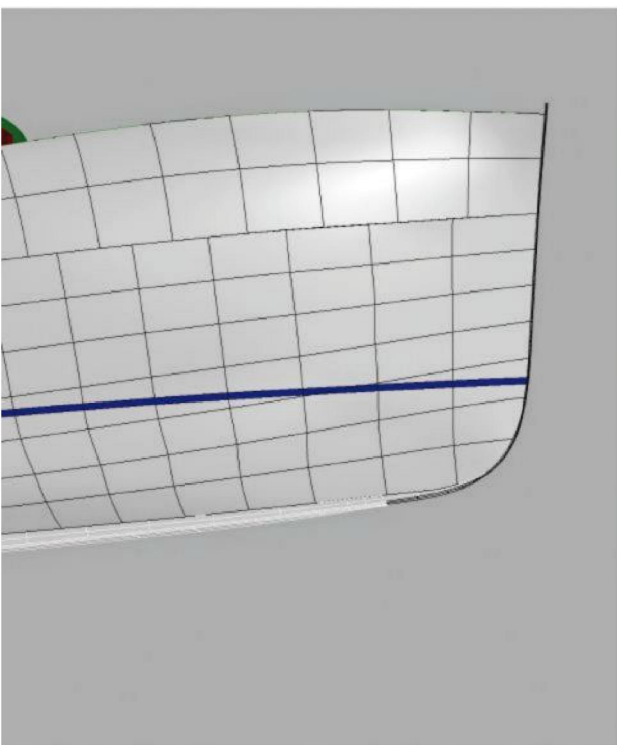
The current owner bought her in the mid-1970s. "The boat has been repaired and maintained on a regular basis," said Tony Bucknole, the owner's representative for the refit. "It came to Offshore Shipbuilding in Florida in 1986, where we had the keel repaired and had the steel framing replaced. Then in 2000, we did repairs to the side, [installed] a new top deck [and] new forepeak and then five years ago we put a new transom in and parts of a keel."

For this job, the owner brought in Eddie Cochran, who had worked on the boat before and agreed to serve as project manager. "They decided they needed a liaison with the Coast Guard, engineering, the naval architect, and Jim Moores, and had me stick around and run the project. I can tell you mister, I've had my hands full," Cochran says with a laugh. "It needed time—you don't put this stuff together overnight. When you're going for a COI on a boat, they want to monitor everything—materials and application—because a lot of this stuff is being covered up as you go."

Moores, who works out of Beaufort, North Carolina, and Riviera Beach, Florida, understands wooden boats, and as he embarked on the project, the importance of this one became clear. "Nineteen fifty-four was the most famous year for that boat," he says. "That's when it was transformed and called the private yacht of the president. They took what would become the *Honey Fitz* to John Trumpy's yard in Annapolis, Maryland, and converted the boat from a commuter-class boat to a houseboat-style boat."



Rendering courtesy of Marine Measurements; Bottom left photo courtesy of Moores Marine



Clockwise, from top left: This digital image of the yacht was generated from the laser scan completed by Marine Measurements for stability modeling. The yacht's stem was straightened in the refit. Small, closely spaced ribs and a double-planked hull combined with steel framing to create an early form of composite hull, according to Jim Moores.

After *Honey Fitz* was hauled at the Rybovich yard in West Palm Beach in late 2009, Moores' team used large steel arms to support her on the hard. Part of the challenge was the boat's construction: "It had steel I-beams in it," Moores says. "It had small ribs. It was double-planked. For its time it was composite construction."

As the project got underway, the team wanted to repair *Honey Fitz* but also preserve her essence so that future generations could enjoy her history. "I did a lot of research on the boat, going back and finding the original blueprints when she was built in 1931," Moores says. "Then we had Glowacki Engineering out of Jacksonville, Florida, come in. They had the boat scanned [with a digital laser scanner], then we overlaid the scan onto the original drawings so we could see where the problem areas were."

Marine Measurements of Newport, Rhode Island, did the scan that gave Glowacki Engineering data for its stability analysis of the hull for the Coast Guard certification. But having a full-scale digital image of the hull created from millions of data points helped the team properly fix the hull shape. "On one section, the starboard side had an indentation—a two- to three-inch depression," says Alan Horrell of Glowacki Engineering. "I used the scanned image of the port side because it was still the correct shape and mirrored that over to give [Moores] a template. So he had a full-size drawing where he could shape three or four ribs through that region. He couldn't use his battens from the outside because it was deformed there and he was recreating the deformation."

The data from the scan revealed other issues. The stem had rotated 15 degrees to starboard, the keel was hogged anywhere from six to nine inches, the bow was down six to nine inches, and the stern had rotated

to starboard four degrees and down three inches. "Through the years, there had been many different repairs done and they were really done in a very insufficient way," Moores explained. "So the boat got weaker and weaker as time went on."

The first goal was to reform the hull to its original shape. To do this Moores' team had to cut through many structural members in the hull and remove all her keel bolts because the past repairs had locked her into her current shape.

"We went into the engine room and cut holes in the boat and replaced the sections of ribs where the scan had shown us that the hull was true to the original," Moores explains. "Once we got those done in places...we would strip sections of hull off," a process Moores like to refer to as "backwards boatbuilding," because in doing it the team would batten out the section of hull and then laminate more ribs to fit in the section.

As the hull was trued, *Honey Fitz's* four 300-hp Detroit Diesel 6-71s were rebuilt. This interesting setup—four diesels turning two screws with two engines per side mounted back-to-back—had replaced twin 500-hp Winton diesels during a repower in the war years.

The boat also received a new sanitation system, bilge pipework, and a fire-suppression system, plus new handrails and exterior planking on the main deck. Her foredeck and foredeck beams were replaced, and her shaft logs were rebuilt. Although much of the vessel's structure was replaced, her interior and galley remain very much the same as when Kennedy used her for meetings and getaways.

"It was a fantastic project," Moores says. "One of the heights of my career. To work on a presidential yacht is really a pinnacle." PMY

Top right photo courtesy of Moores Marine



SLICKER MEANS QUICKER

A SLIPPERY NEW BREED OF
BOTTOM PAINT PROMISES PER-
FORMANCE—BUT AT A PRICE.

TEXT BY **KEVIN KOENIG**

These days it seems like nearly everyone is talking about going green. Some people are going all out, living in solar-powered homes and driving hybrid cars, while others require a bit more convincing before they hop aboard the tree-hugger express. But whichever side of the great environmental debate you come down on, one thing is pretty much universally unchallenged: If a new product comes

along that is less harmful to the environment than the status quo and works just as well if not better, it's worth a look.

Such is the case with the new, "nonstick" hull paints like the Intersleek 900 system from Interlux, Hempel's Hempasil, Sherwin-Williams' Sher-Release, and SigmaGlide from Sigma Coatings. These paints are so slick that barnacles and weeds can't get a good hold, which the manufacturers claim eliminates the need for the environmentally harmful biocides, like copper. You no longer have to kill the growth on your hull because it simply can't live there in the first place. Furthermore, these paints' slippery nature is said to reduce hydrodynamic drag, providing increased speed and/or reduced fuel consump-

Photos courtesy of Trinity Yachts and Interlux



tion, thus providing a one-two punch of environmental soundness. And though they aren't cheap to buy or apply, they may actually save some owners cash in the long run.

I first heard about nonstick paints—and in particular the Intersleek 900 system—from Billy Smith, vice president of Trinity Yachts. Smith, a 35-year veteran of the marine industry, is one of this paint type's most vocal supporters. Trinity is currently building a 167-footer powered by MTU 20V 4000s, and with powerplants like those, it's clear the owner has speed and performance high on his list of priorities. Looking for ways to make the boat as fast as possible, Trinity began thinking about applying Intersleek 900 to the bottom. But first it needed a test boat. Smith volunteered his 34-foot Mainship

Clockwise, top left: Trinity's Billy Smith was impressed with the nonstick hull paint he put on his 34-footer *Redeemed*. Interlux has had nonstick paints in development for years. The paint utilizes fluoropolymer chemistry. Smith was able to slide barnacles off his boat's hull once it was coated with nonstick paint.

Right: The application process for nonstick hull paints can be a bit involved and probably requires a professional due to the layers of primer needed to get the slippery paint to stick to the hull.



Redeemed, and the results left him impressed. “I had had a diver go down and check out her hull a few times, and he said it was clean. So after a year and a half I took her out to a barrier island and dove in [to see for myself]. I was amazed. What little growth there was on the boat I could wipe away with my hand. The barnacles and weeds slid right off.”

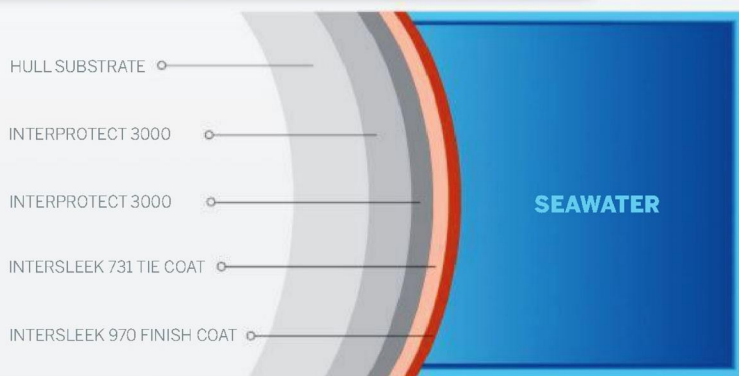
What’s more, Smith claims he has noticed slight gains in both his boat’s speed and efficiency. And he says,

where traditional hull paints he’s used had to be reapplied every year or so, he doesn’t anticipate having to replace the Intersleek 900 until five years from its original application, which saves him time and money.

Impressed by his tale, I decided to go to the experts to find out how this paint works. Elenor Ekman, marketing manager for Interlux, corroborated some of Smith’s observations. She explained why he was able to slide normally steadfast barnacles around his hull with a nudge from his fingertips. When submerged, she says, the paint is super-slick because it’s produced using fluoropolymer chemistry, which yields a durable yet rubbery surface that’s resistant to the glycoprotein that fouling organisms secrete, hence making it difficult for them to adhere strongly to the surface.

“The idea for a paint like this has been around for 15 years or so,” she explained. “Intersleek 400 and 700 were the 900’s predecessors, but they lacked the fluoropolymer, and [therefore] the surface qualities which make the Intersleek 900 so much more smooth and durable. [The paint also] significantly reduces the AHR [Average Hull Roughness], which is so important for optimized speed.” Ekman maintains that that additional sleekness can account for a six-percent or better increase in fuel efficiency and notes that the lack of biocides in the paint does indeed earn the paint kudos from environmentalists.

EXAMPLE OF AN INTERSLEEK 900 SYSTEM



Photos courtesy of Trinity Yachts



Cleaning an Intersleek 900-coated hull is easy too. In fact, if a boat is run at somewhere around 13 mph or faster, the paint essentially becomes self-cleaning, with growth being pushed off by the water rushing past it. Most planing-hull boats that are run regularly (a charter fishing boat for instance) need only a bare minimum of hand-cleaning to keep the hull virtually spotless.

However, Intersleek 900 and paints like it are not without their downsides. Most notably they're expensive. Intersleek 900 sells for about \$800 per gallon, and that's not including the cost of the professional application the paint requires. Also, nonstick paints work best on boats that are run at 13 mph or faster at least once every two weeks. Otherwise, growth can latch on as the hull sits idly in the water and become too thick to wash away just by taking the boat out for a spin. If owners of infrequently used boats choose nonstick hull paint, they should be prepared to perform or pay for regular cleaning, especially in warm waters.

However, if your boat regularly achieves enough speed to drive away excess flora and fauna, the price of the paint and application could be worthwhile. Intersleek 900 is already popular with industrial and military ships that run all the time and quickly make up for the pricy paint job with that increased fuel efficiency. And though the paints are fairly new to the world of pleasure



boating, Ekman believes they will eventually become popular, particularly in the charter-fishing market, where they seem like a logical choice.

Figuring out if nonstick hull paint is a good choice for you depends on the variables in your personal boating equation. But if you're into green technology that can make your boat faster and more efficient (and these days, who isn't?) this is definitely a paint that you shouldn't let slip your mind. PMY

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Top and left:
That blue surface is rubbery, durable, and slick enough to gain you a few points in efficiency and speed. Cleaning a boat painted like this requires running it at speeds of 13 mph. That's it.

CALIFORNIA

JET SKIING FROM LOS ANGELES TO SAN DIEGO WAS A ONCE-IN-A-LIFETIME



BEGINNINGS

Last January in Bimini over an icy Kalik or five, I hatched a plan with Jon Rall, a PR rep for Kawasaki, to take the company's new 300LX Jet Ski in the open ocean from Los Angeles to San Diego. It seemed like a great idea at the time. I had been messing around on the machine in the relatively serene waters off Bimini for a few days, and—despite minimal PWC experience—felt like I had become quite adept at handling it. And after all, I'm young, I'm in shape, how hard could a 140-mile jaunt down the sunny California coast be?

Flash forward a week to our New York

headquarters where I presented my grand plan to Capt. Richard Thiel. Thiel—a San Diego native—smirked. “That’s a long way,” he said, before pausing as if to say more, deciding against it, and giving me the okay. My father had a similar reaction, snorting and shaking his head the way he always has when his only son tells him he is currently doing, has done, or is about to do something profoundly dumb. Nevertheless, I remained undeterred—which is to say I would soon find myself straddling a 300-hp rocket of a watercraft motoring out of a Marina Del Rey harbor with Rall and two others under bluebird SoCal skies.

The trip started off with a slight hiccup. With my internal clock whacked out from a cross-country flight the day before, I had been mainlining coffee all morning. Predictably, nature called shortly after we pushed off—which created a quandary.

My one big, irrational fear in life is sharks. And if watching Shark Week every summer for the past 23 years has taught me anything, it's that the California coast is crawling with great whites. Like, man-eating sharks so thick in the water that I could probably skip back to the beach from my 300LX using their giant, death-harbinger dorsal fins as stepping stones. And now, a half mile

SCREAMING

EXPERIENCE. (ONCE WAS ENOUGH.)

TEXT BY **KEVIN KOENIG** PHOTOS BY **JOSH BURNS**



Above: Motoring away from the Marina Del Rey launch ramp. Only 140 miles to go.

out in the Pacific Ocean, I had a pressing decision to make: Ride God-knows-how-long on a bouncing Jet Ski until our first stop or jump in the water and relieve myself.

I hemmed. I hawed. I scanned the swells for circling fins. Finally, I decided to suck it up and jump in. And just as I did, one of my fellow riders—John Baynes of Kawasaki R&D—totally oblivious to my Hamletian inner struggle, shouted out “Watch out for the great whites!” Yeah, thanks dude. I’ll keep an eye out.

I didn’t get eaten by a shark of course. But when I was finished answering the call, I did rocket up out of the water and back onto my

seat with a show of superhuman strength akin to one of those mothers who picks a car up off her child in a life-or-death emergency. And with that, we were off.

WILD RIDE

These are the things you see when Jet Skiing from L.A. to San Diego: First, wildlife. Lots and lots of wildlife. Sea lions are seemingly everywhere in the harbors, and harems of doughy females pile high on the large red buoys that dot the coast, always under the watchful eye of a single dominant male.

Groups of sea otters, known as rafts, are usually close by, ducking and darting through the water, their coats—the thickest of any animal in the world—insulating them from the chilly depths. At one point we rode right through a pod of perhaps 100 dolphin, a few of whom hitched a ride on my bow wake, torpedoing through the water just feet from my face.

And then there were the kelp forests. Massive growths of seaweed that trace California’s coast like an eyebrow, sprouting up to a foot a day and growing so densely



that they suppress the effects of the wind on the ocean's surface, effectively making the water look smooth and congealed like the top of a pudding cup, as if you could spread it with a knife.

And you'll see awe-inspiring coastline. Surf spots like Huntington Pier and The Wedge made famous in Beach Boys songs and magazine shoots slide by. Mansions impossibly perched on sandy cliffs that fall hundreds of feet to the pounding surf below are the norm in towns like Rancho Palos Verdes and La Jolla. I raced by wild stretches of coast lining the sprawling Camp Pendleton marine base. Nearer to San Diego, hang gliders launched

from the cliffs of Torrey Pines so high up that they looked like tiny, rigid birds looping peacefully in ever-widening gyres, and careening in suicidal arcs through vast canyons of space.

WHERE IS MY MIND?

This is how it feels in your head to ride a Jet Ski for 140 miles. Just like on a road trip, your mind wanders, as the sensory-depriving effects of the engine's revs and the endless blue water take their toll. You pass a boat named something that sparks a memory—*Roughshod* perhaps. A domino effect of thought occurs, and soon you're smiling at a

joke your coworker made earlier in the week or stewing over a past score you never settled or remembering what it felt like to kiss Cecilia Cappman on a school ski trip to Vermont in the tenth grade.

You will be awed by your surroundings. You might think of the comedian Daniel Tosh who has a joke about how it's impossible to be unhappy on a Jet Ski. You'll realize that he is right. And you get bored and sing songs to pass the time—loudly and with abandon, your voice carried away by the wind rushing by before you yourself can even hear it. Realizing there's a dearth of good songs written about Jet Skis in the canon, you may find that a Springsteen song about motorcycles substitutes quite nicely.

Clockwise, from top left: The author communes with Flipper. Taking a much-needed fuel break. The Wedge, a break in Newport Beach that's famous for waves like this one.



THE SHAPE I'M IN

And *this* is how it physically feels to ride a Jet Ski from L.A. to San Diego. In a word, it's grueling. If you're not in "Jet Ski shape" (which I obviously was not), you're going to take a beating. Even though the 300LX's hull is built for chop—and handles it incredibly well—you're still pounding across two-foot slop in the Pacific Ocean on a tiny craft at 50 mph and faster. Your legs are the first go. I had jellyfish quads after 60 miles and made the fateful decision to sit down. Eighty miles in, my neck began to throb, and at 100 miles, the spinal erector muscles in my back joined the party. At the 120-mile mark, I began to fall behind, even though I had been priding myself on keeping up with the other, significantly more experienced, riders. My speed

▲ **Top:** What's the golden rule of real estate? Location, location, location. **Above:** The crew poses by Huntington Pier—to the right the waves were mobbed with surfers.

dropped to below 30 mph. I thought something was wrong with my boat. Nope. After a short "photography" break (I suspect the other guys were just giving me time to rest) I realized that my Jet Ski was fine—I wasn't accelerating because the muscles in my hand had fatigued to the point where they couldn't squeeze the throttle hard enough to go fast anymore. I ended up compensating by gripping it with my palm or middle finger, gutting out the 20-mile homestretch inch by bouncing inch.

As we pattered through the inlet at San Diego's Mission Bay, I felt like I had just wrestled a declawed Eurasian brown bear to a

draw. I was bone-tired. My neck and back pleaded for a hospital dose of Advil. My legs were so shot that three days later I would still be hobbling around like an old-timer NFL lineman with no cartilage left in his knees. My hands had ossified into claws. And I had a rash from my wetsuit rubbing on the seat that would make a Tijuana dermatologist blush. The only thing that made it all worth it was that the cheeks on my face hurt too—from smiling. PMY

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TEXT BY CAPT. BILL PIKE

With Italy's Amalfi coast as a backdrop, our Maestro 82 struts her stuff. Included in the cockpit standards are fiberglass lids over the



Photos courtesy of Maestro

warping capstans, a teak deck, watertight speakers, and an engine and thruster control station.

We're gonna try to park this vessel alongside that?!" I asked, pointing at a wobbly little dock a hundred yards astern resting on floats and surrounded by much smaller vessels. Maestro Yachts' company captain Antonino Pollio grinned lopsidedly at me, apparently grasping my question despite the language issues we were occasionally having, thanks to my deep-fried, south-of-the-Mason-Dixon-line accent.

"Sì, *Signore*," he replied. "Sì."

Oughta be interestin', I told myself. Our big, beamy Maestro 82 stood poised to enter a little Italian marina that was truly gorgeous (thanks to calm, deep-green waters and gray cliffs topped with umbrella pines) but obviously designed to accommodate small boats, skiffs, and dinghies—not motoryachts. Capt. Pollio stood poised as well, seemingly unfazed by the prospect, looking on from the 82's cockpit and using his right hand to deftly manipulate the sticks at her aft control station to momentarily maintain our position with thrusters and mains.

A minute or two passed. Then, a bronzed old fisherman in an outboard-powered RIB succeeded in pushing a moored fishing boat out of the way, stretching her lines like rubber bands, so we could squeeze in between her and the dock. And half of the citizenry of Piano di Sorrento (a sort-of suburb of nearby Sorrento) began surging forward, shouting greetings and encouragements, and proffering advice.

The whole thing was so Italian. Instead of devolving into total chaos, which given its complexities and subtleties might well have occurred had it taken place in another, less free-wheeling country, things simply worked out. A couple of guys



Top: Check out the shock-absorbent Besenzoni helm seat. **Above:** While sitting in the saloon, you have direct sightlines through the windows.

handled our lines. Several others retreated from the edge of the wobbly dock at a critical moment, averting a capsize. And the tasty comestibles we'd come for materialized.

Of course, the 82's close-quarters maneuvering prowess contributed to the success of the endeavor as well. Thanks to the torquey oomph of her big, straight-shaft diesels and the vigor of her 20-hp Side-Power bow and stern thrusters, Pollio was able to ease us in port-side-to just as the RIB driver let the fishing boat go, allowing her to snap back against some fenders on our starboard side. "Wow!" I told Pollio, shaking my head, "This boat's a perfect fit...anywhere!"

It wasn't the first compliment I'd come up with that day. Earlier in the afternoon during the sea trial we'd performed along the south shore of Ischia, a beautiful volcanic island not far from Capri but much less frequented by tourists, I'd been favorably impressed with several other fea-

tures. The 82's average top speed of 35.1 mph, for example, had been quite sporty, particularly when you considered her displacement was something like a massive 73 tons. Moreover, she'd felt as stable underfoot as a supertanker, cornered briskly but broadly with the helm hardover (a characteristic of most straight-shaft inboard vessels), exhibited no tendency to lean disconcertingly outboard in turns, evinced optimal running attitudes, and remained bone-dry throughout—thanks to the Carolina-style flare of her bow.

Then, thanks to a seemingly simple but ever-so-slippery warped-V bottom (sans turbulence-prone, buoyancy-robbing tunnels), there'd been the 82's slo-mo operating efficiencies. Not only did they manifest as some serious range numbers (like 1,251 NM at approximately 12 knots (14 mph)), they promised fuel-cost reductions by as much as 50 percent when stacked against other Italian-built 80-plus-footers.

And finally, the driving experience itself had been way cool. At the upper station, helming the 82 felt bracingly outdoorsy with superb visibility all the way around, a smooth steering system (thanks to engine-driven power-assisted BCS hydraulics), ample protection from the wind (at least while seated), and enough bench-type seating and lounge space nearby to accommodate half the sunbathers along the Amalfi Coast. At the lower station, the ambiance was more subdued but equally compelling, with two ultra-comfy, umpteen-ways-adjustable, Besenconi helm seats (pilot and copilot), a flat, easy-to-read-and-manipulate dashboard for instruments surmounted by an elevated fiberglass module containing Raymarine and other flatscreens, and sound levels that stayed whispery well into the rpm register's midrange. And not only did the stylish verticality of the immense windshield panels provide clear picture-window visibility, they shed rain and nixed glare.

My take on the 82's interior had a chance to mature over the three days and nights during which my wife BJ and I lived aboard. The floorplan turned out to be a sumptuous, intelligently arranged affair, wholly amenable to stateside sensibilities, thanks to its customization for the American market by Marc-Udo Broich, Maestro's U.S.-based CEO. An immense, conservatively decorated saloon occupied the after portion of the main deck, with a wheelhouse forward (with adjoining day head) and a U-shape galley (a watertight door offered outdoor access and ventilation) in between. On the lower deck were the full-beam master BJ and I so thoroughly enjoyed, a VIP, two



The Basics

Standard equipment:

BCS power steering; MTU-Rexroth electronic controls; Raymarine electronics package w/ 48-mile open-array radar scanner; 2/Lofrans T-3500 anchor windlasses w/ Danforth-style anchors; 2/Lofrans mooring capstans; 20-hp Side-Power electric bow thruster w/ 3 dedicated Mastervolt 8D batteries; Bosch dishwasher and cooktop w/ oven; GE fridge and microwave

oven; Miele washer/dryer; 90,000-Btu Dometic Condaria A/C system; 20-kW Mase genset; 18/Mastervolt marine batteries (10 house, 6 start, 2 genset); 2/Mastervolt MASS 24/100-C battery chargers; Mastervolt MASS 24/2500 inverter; 2/duplex Racor 900MA fuel/water separators; 34-gph Idromar International watermaker; Fireboy auto. fire-extinguishing system

Optional equipment

on test boat: Broan trash compactor; 108,000-Btu A/C system; Mitsubishi anti-roll stabilizers; 20-hp Side-Power electric stern thruster; 47-gph Idromar International watermaker

Optional power:

2/1,823-mhp MTU 12V-2000-M93s

Base price:

\$6,600,000

Above: Insulation in the aft bulkhead makes the master stateroom quiet and vibration-free.



guest staterooms, and all the way aft, two cabins for the crew. All the staterooms had en suite heads with separate shower stalls.

Features we particularly liked included the large walk-in wardrobe in the master, as well as the opening ports in the big, fixed hull-side windows that flank it; the heavily-insulated forward firewall in the engine room that minimizes sound and vibration levels in the master as well as throughout the rest of the vessel; and the familiarity the boat engenders in the typical statesider, thanks to appliances, entertainment options, and engine-room auxiliaries from manufacturers like GE, Bosch, Miele, Sony, Bose, Mastervolt, Racor, and Fire-Boy.

I'm going to forego my habit of ending boat-test reports with a personal observation or conclusion and let my wife (who tends to be quite openhearted about her likes and dislikes) have the last word here. She and I spent quite a while onboard the Maestro 82 just prior to the brand-new vessel's departure for the United States, and her synopsis of the experience, in my opinion, pretty much says it all:

"I loved the boat...the way she ran, the way she looks, the way she's arranged, both inside and out. Really, I can't think of a thing I'd change about her. Not a single thing!" PMY

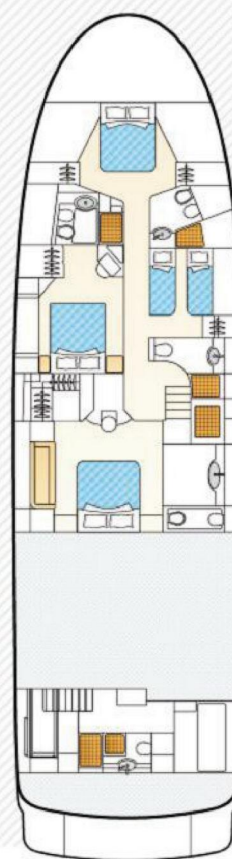
■ MAESTRO YACHTS

(954) 651-9210.

WWW.PMYMAG.COM/APREAMARE.



Top: Capt. Antonino Pollio and, in the foreground, the author. **Above:** The Carolina flare in the 82's bow makes for a dry ride.



PMY's Numbers | Maestro 82

rpm	mph	knots	gph	mpg	nmpg	range	nm range	db	angle
600	9.3	8.1	5.2	1.79	1.56	3,147	2,736	62	1.5
1000	13.9	12.1	17.0	0.82	0.71	1,439	1,251	62	1.5
1250	16.0	13.9	34.4	0.47	0.40	818	712	62	1.5
1500	18.6	16.2	69.0	0.27	0.23	474	412	67	3.0
1750	22.9	19.9	96.2	0.24	0.21	419	364	67	3.5
2000	28.4	24.7	133.6	0.21	0.18	373	325	71	4.5
2250	32.1	27.9	159.6	0.20	0.17	354	308	73	3.5
2440	35.1	30.5	182.0	0.19	0.17	339	295	73	3.5

vitals

Propulsion:

2/1,823-mhp MTU
12V-2000-M93s;
ZF-2060-A gears/
2.47:1 ratio;
43.5x44.5 Nibral
5-blade Rolla props

LOA x Beam:

79'3"x21'4"

Draft:

6'5"

Weight (dry):

145,505 lbs.

Fuel: 1,955 gal.

Water: 349 gal.

Std. power:

2/1,660-mhp
MTU 12V-2000-
M92 diesel
inboards

Cabins: 1 master,
3 guest, 2 crew

Price as tested:

\$6,950,000

Conditions:

temp: 82°F;
humidity: 94%;
wind: 15-20 mph;
seas: 2'-3'; **load:**
1,490 gal. fuel; 116
gal. water; 7 per-
sons; 1,500 lbs.
gear; **Speeds** are
two-way averages

measured w/
Stalker radar gun.

GPH taken via
MTU digital dis-
play. **Range** 90%
of advertised fuel
capacity. **Decibels**
measured at helm
on A scale. 65 dB-A
is the level of nor-
mal conversation.

Above: Nothing beats a bench seat on the flying bridge for some romantic cruising.



FERRETTI AIMS FOR A WIDER
AUDIENCE BY PUTTING
BIG-YACHT FEATURES INTO
ITS SMALLEST "BIG" MODEL.

TEXT BY ALAN HARPER

New Direction

With the dining table running across the hull and a bulkhead dividing off the wheelhouse, the 720's main deck has big-yacht



Photo courtesy of Ferretti

ambitions, but it's not quite as big as it looks due to the inward-curving sides.

Few yachting brands are as instantly recognizable, with those stern, straight-edged windows, the creamy gelcoat, strong horizontals, and cantilevered upper decks. Never a high-volume builder, but always an arbiter of engineering and build quality, Ferretti builds yachts that exude confidence and authority.

All the best brands allow their style to evolve, but with its new 720, Ferretti is doing something more ambitious. This boat seems to have skipped a couple of generations in the evolutionary process. I caught up with the first one in early-season Rapallo, just down the Italian coast from Genoa. It's a resort town with all the classic attributes—grand hotel, mountain backdrop, and a sheltered sweep of sandy bay complete with a picture-postcard castle at one end.

Ferretti's new baby certainly has presence, with that big and apparently seamless saloon window, while the subtle inward curve of the superstructure introduces a sleek and sporty edge to the design. The bold flying-bridge windscreen and long overhang are vintage Ferretti, of course, but on balance you might suspect that the company is targeting new markets with this model. Younger owners, perhaps?

The evidence definitely stacks up. With its gray-brown lacquer, light-toned leathers, and oak joinery, the interior design represents Ferretti at its best—modern, easy on the eye, and put together with real quality. But there's an edge here as well. The dining table is glass and steel—cool in every sense of the word. There can be few less nautical touches than distressed oak floorboards, running athwartships, and apparently the style magazines loved it.



Top: The master suite has a shower screen that is see-through: *très risqué!* **Above:** A look inside the spacious master bathroom.

No one over 40 reads style mags, surely?

If Ferretti designers are targeting younger customers, they're pushing the right buttons. Another decision they faced was whether to make the 720 the smallest of their big-yacht range or the biggest of the small ones. It's clear which they chose—the question is whether these combined aims are compatible.

Enclosed wheelhouse, discrete galley, crew dinette, athwartships dining table—all these are big-yacht features. But space around the table is

tight, and sightlines come to a sudden halt at the galley bulkhead. The crew dinette, just inside the wheelhouse door, is a great feature but separating crew and guests would work better if guests didn't have to pass through the wheelhouse to get to their cabins.

That superstructure tumblehome is also interesting. Clearly designed to sport-ify the exterior, in which it succeeds admirably, the effect it creates inside is a little cramping: The floor is expansive and the windows huge but the main deck doesn't feel especially spacious, and that inward

curve is a contributory factor. The effect is even more pronounced when the forward door is closed. Yet the 720 has the longest main deck, transom to windscreen, of any yacht in its class. She just doesn't look it.

Down below, normal service is resumed with a conventional accommodation layout: a superb amidships owner's suite with a big hanging locker, and a bathroom occupying the whole port side, complete with a risqué, see-through shower. The VIP cabin in the bow is less spacious, but practical and comfortable, with headroom a generous 6'7"—slightly more than the master. Of the twin-berth guest cabins, grab the one to port if you can, as you'll share the other one with the underside of the stairs.

Out on deck, the 720 also feels more like a traditional Ferretti. The flying bridge is a tennis court, with a vast sunbathing area forward of the helm, a big table, a bar, and room aft for a PWC and its davit. The optional bimini folds neatly into the radar arch while the main tender is stowed below, on the platform. Side decks are substantial—more than 18 inches wide with tall, handrail-topped bulwarks—while the quality and heft of the deck fittings are well up to the yard's exemplary standards. Access to the crew's quarters is via the cockpit seating. This boat had the optional second crew cabin, bringing the number of berths down here to three.

While I met the 720 before the summer season was in full swing, the weather held fair. Ferretti bade its guests goodbye as we set off for the company base at La Spezia, about 40 miles down the coast, past some of the most interesting scenery in the Med: the five villages of the Cinque Terre, clinging to their steep hillsides over the sea. The 720 posted respectable acceleration times from a standing start: 25 knots in just over 30 seconds is fine for a motoryacht that tips the



The Basics

Standard equipment:

SteerCommand helm system and electronic engine controls with easy-dock and troll functions; 2/66-lb. anchors w/ 246-ft. chain; 2/Lofrans bow windlasses and 2/stern windlasses; electro-hydraulic gangway; 13-kW genset; 15.5-hp Side-Power bow thruster; 204-liter fridge; 72-liter freezer; microwave/convection oven; granite galley top;

dishwasher; A/C; 26" LCD saloon TV; 880-lb. electro-hydraulic tender hoist; autopilot; Simrad or Garmin radar, VHF, autopilot, and speed/depth gauge

Optional equipment on test boat:

Mitsubishi Anti-Rolling Gyro stabilizer; 20-kW main genset and 13-kW second genset; 2/110-lb. anchors; second crew cabin; 130-liter/hr.

watermaker; cockpit ice maker; washer and dryer; bimini top; 'distressed' oak floors; upgraded galley equipment; Furuno NavNet system; underwater lights; teak aft platform decking; 40" saloon TV

Optional power:

2/1,524-hp MTU 10V 2000 M93 diesel inboards

Base price: on request

Above: The 720's separate elevated wheelhouse offers pretty good visibility forward.



scales at around 50 tons in cruising trim.

Equally fine was the 720's handling, which gets an electronic assist in the form of a ZF SteerCommand system that imparts feel as well as self-centering, like a car. More importantly, it controls the rudders independently and so ensures the correct correlation between rudder angle and hull velocity. Straight-line speed has never been an issue with Ferrettis, but crisp, sporty handling has not generally been its boats' strongest suit. With this system, its boats can look rivals in the eye.

In pure engineering, though, Ferretti has always shown the way. The 720's engine room is big—bigger than the owner's suite, which is saying something—and there is room inside for all the noisy ancillaries: gensets, pumps, watermakers, and air-conditioning, with the huge fuel tanks mounted across the forward bulkhead to provide further insulation between hard metal and soft furnishings. The layout here has been designed to make removing the engines as straightforward as possible.

As the Cinque Terre villages slipped by on the port side, gazing down from their lofty perches against a cloud-flecked sky, a lightly corrugated sea gave the 720's hull little to think about. At the clifftop church of San Pietro we turned east into the Gulf of La Spezia. In flatter water the GPS showed over 34 knots (39 mph) on a two-way average—loaded as we were, no mean speed—and we turned for home.

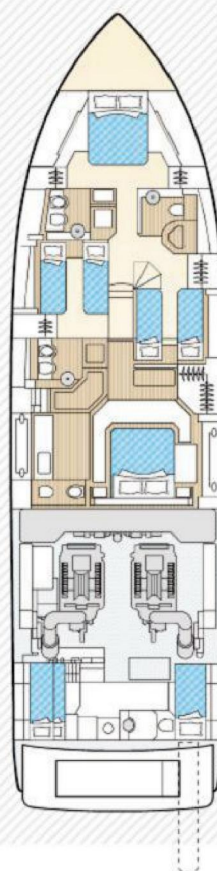
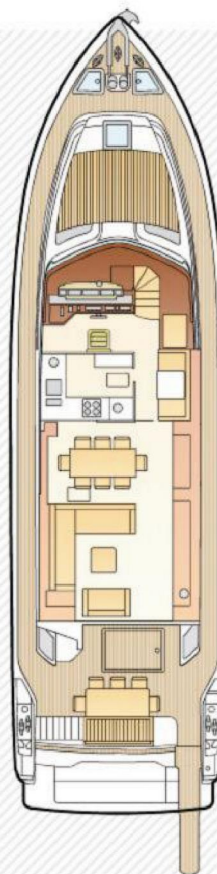
Ferretti is not a high-volume builder, but it has always built high-volume boats. The 720 is purely that—a glance around the engine room tells you so. But it doesn't feel big either. Some might say that squeezing a big-yacht interior into a sporty flying-bridge cruiser was always going to be a risky strategy. But is it risky or bold? Time will tell. PMY

■ ALLIED MARINE

(954) 462-5527.

WWW.PMYMAG.COM/FERRETTI.

Top: The flying bridge stretches half the 720's LOA. **Above:** The upper helm has a largely theoretical windscreen and sunpads.



PMY's Numbers | Ferretti 720

rpm	mph	knots	gph	mpg	nmpg	range	nm range	db	angle
1000	13.1	11.4	16.9	0.77	0.67	915	797	64	0.0
1250	15.3	13.3	31.4	0.49	0.42	583	499	65	0.0
1500	20.1	17.5	58.4	0.34	0.30	404	357	70	2.0
1750	26.0	22.6	86.9	0.30	0.26	357	309	73	2.5
2000	31.3	27.2	110.9	0.28	0.24	333	285	75	3.0
2250	35.8	31.1	134.7	0.27	0.23	321	273	80	3.5
2450	39.2	34.1	165.6	0.24	0.21	285	250	80	3.5

vitals

Propulsion:

2/1,524-hp MTU
10V 2000 M93
diesel inboards;
ZF 2150A gears
w/ 2.714:1 reduc-
tion; 40.9x53.7
5-blade Nibral
props

LOA x Beam:

71'6" x 18'8"

Draft: 6'1"

Weight (dry):

105,822 lbs.

Fuel: 1,321 gal.

Water: 262 gal.

Std. power:

2/1,381-hp MTU
10V 2000 M92
diesel inboards

Cabins: 1 master, 1

VIP, 2 guest, 1 crew

Price as tested:

upon request

Conditions:

temp: 72°F;

humidity: 63%;

wind: 1-7 mph;

seas: 1-2'; load:

990 gal. fuel, 260
gal. water, 8 per-
sons, 250 lb. gear;

Speeds are two-

way averages
measured w/GPS.

GPH taken via
MTU display.

Range 90% of
advertised fuel
capacity. **Decibels**
measured on A
scale. 65 dB-A is
the level of normal
conversation.

Above: Ferretti's sporty new look for the 720 is designed to attract a stylish younger client.



The Aegean 55 sports a huge saloon, four large staterooms, and a large covered cockpit that's ideal for entertaining. But it's the

No Worries

TEXT BY CAPT. RICHARD THIEL

MARITIMO'S AEGEAN 55
SUCCEEDS BY LEVERAGING A
PROVEN FORMULA AND
KEEPING THINGS SIMPLE.

Ever since it began building boats back in 2003, Maritimo's been known for a laser-like focus on efficiency. In the performance realm, this is typified by an insistence on minimizing propshaft angle in the belief that the closer it comes to straight horizontal the greater proportion of the engine's output will be translated into forward thrust. Maritimos typically employ a shaft angle of around nine degrees compared to a conventional angle of 12 to 15 degrees. Naval architects I've spoken to are divided on the validity of this theory, but looking at *PMY*'s tests of Maritimos over the years, it's fair to conclude that these boats do indeed excel in terms of efficiency.

Another design paradigm meant to maximize efficiency, as well as seakindliness, is that all Maritimos have a single fuel tank located directly forward of the engines—as close to the center of balance as possible. This not only makes fuel management easier, but as fuel is burned off, it minimizes any change in fore-to-aft balance and therefore running angle. (My test boat's running angle peaked at six degrees with about one-third tab.)

But Maritimo's focus on efficiency isn't limited to engineering. This company expends great effort on the development of each hull, and then, having gotten it right, strives to use it in as many configurations as possible. So it first created the Cabriolet (no bridge) 55 and then, in March 2009, used that hull for the Aegean 55, which has an open bridge but a more truncated one than the 56 Motoryacht. From that boat, it created the Aegean 55 Enclosed Flybridge, Hull No. 1 of which I tested in May at the Sanctuary Cove Boat Show in Gold

enclosed flying bridge with standard sunroof and A/C that makes this yacht special.

Photo courtesy of Maritimo



Top: An aft galley makes cockpit dining convenient. **Above:** The 55's full-beam master is brightened by port and starboard windows.

Coast, Australia, just a few miles from the Maritimo factory.

The differences between Aegeans and Motoryachts are subtle on paper but clear in person. The Aegean's entry is more raked and its bridge deck is shorter; there is no large cockpit overhang as on the Motoryacht. The result is a sleeker, sportier profile that leads one to conclude the Motoryachts are the more serious cruising boats, even though the Aegean I tested—equipped with optional 715-hp Volvo Penta D12s

instead of standard 715-hp Cummins QSM11s—enjoyed a minimum range of 380 miles. (The D12 has since been replaced by the 900-hp D13, which is a no-cost option on the A55.) Adding to the sportiness is a garage, also standard on Cabriolets; it opens electrically for easy launching of a PWC or RIB.

The popularity of garages has waned in recent years mainly because in exchange for their greater convenience they often subtract space from

the engine room or accommodation space—or even both. That's definitely not the case with the A55, whose engine room is remarkable for its openness. Why? Because not only does Maritimo like its engines to have shallow shaft angles, it likes them to be a bit closer together—I measured 5'4" from propshaft to propshaft—which is possible in part because on a Maritimo, prop pockets are verboten. All this goes to explain how it was that I measured 1'8" outboard of each Volvo D12, 1'3" in front of them, and well over two feet to their rear. That's some serious access space.

In front of the engines there's that trademark single fuel tank, which comes complete with sight gauge. But there is only a single Racor 1000MA fuel-water separator for each main, instead of duplexes, along with a single 500MA for the standard 17.5-kW Onan genset, all in a modular panel that is used on other Maritimos. Single Racors on the mains is an anomaly for sure, mainly because it's not possible to change the filter elements without stopping the engine to which they are attached. I can't remember the last time I have been on a boat larger than 50 feet that didn't have duplex separators.

If no spatial compromise is visible in the engine room, neither is one in the accommodation level. There are four staterooms, a noteworthy tally for a 57'10" vessel. True, only the master has en suite facilities; the other three—two bunk rooms and a forepeak VIP—share the starboard-side head; the VIP has direct access. Relatively large and including an enclosed shower, the head's basic design is duplicated on other Maritimos—another savvy use of resources. Being at the foot of the companionway, it also functions as a day head.

The A55's 7'2"-long cockpit is separated from her saloon by another commonality:



The Basics

Standard equipment:

Maritimo power-assisted steering; Twin Disc electronic controls; dripless shaft seals; 62,000-Btu reverse-cycle A/C; 3/1,100- and 1/2,000-gph bilge pumps; 4-kW inverter; Racor fuel-water separator for each main and genset; 17.5-kW Onan genset; 100-amp battery charger; 4/210-amp start

and 2/120-amp house batteries; 24-volt windlass; 66-lb. anchor; 1/20" and 4/18" hatches; electric sunroof w/ shade; internal bridge staircase; 4-burner cooktop/ drawer-style dishwasher; spotlight; Antico galley sole; chart locker; s/s electric bar-becue; combo washer/dryer; solid-wood galley sole; 32-in. pop-up

saloon TV; bridge carpeting; bar fridge on bridge

Optional equipment on test boat: none

Optional power:

2/900-hp Volvo Penta D13-900 diesel inboards (no cost)

Base price:

\$1,699,500

Above: The airy and air-conditioned flying bridge has room for six to dine in style.



a three-piece aluminum-and-glass door. One panel swings open while the other two are bi-fold, which gives you a nearly full-width opening with doors laying flat at both sides, out of the way—a great blending of interior and exterior spaces that doesn't take up a bit of valuable floor space. The aft galley, yet another Maritimo trademark and a feature showing up on more and more boats, promises to make outside dining as hassle-free as is possible on a boat. From the cooktop to the cockpit dining table (not included), it's no more than a half-dozen steps.

In the saloon itself, there is no option for a lower helm, which makes for a much more spacious and uncluttered lounging area. There was no TV installed here on my test boat (or anywhere else onboard for that matter), but a saloon TV is listed as standard equipment. Presumably they are fitted when the boat arrives stateside. In any case, stateroom TVs are one of the few options on the boat. Literally everything else (save our boat's D12s) is standard, except for navigational electronics, which makes comparison shopping a lot easier.

The lack of a TV in the saloon wouldn't be a problem anyway as the real gathering place on this boat is sure to be the enclosed bridge, given its superb views, standard sunroof, easily scaled interior stairway, and

dedicated air conditioning. And because it's hard-enclosed on only three sides—the aft side is covered by canvas—it'll be especially attractive on cooler days and evenings.

Because test day brought only benign conditions, I can't fairly judge the 55's rough-water mettle. I can however comment on her responsiveness to helm input. Maritimo designs and casts its own rudders and props, and the result is a well-integrated powertrain with good helm response. However, I did find the 55's turning radius—I'd guess it to be four boat lengths at full speed—a bit on the wide side.

The Aegean 55 is a boat that perfectly displays Maritimo's uncanny ability to get maximum use out of the technology and components it has developed. It's a strategy that virtually eliminates unpleasant surprises and also produces a lot of boat for the money. And since every boat is turnkey, save electronics and stateroom TVs, your boat-buying process will be as simple as it is worry-free. PMY

■ MARITIMO USA

(206) 462-6080.

WWW.MARITIMOUSA.COM.

Top: There will be plenty of breeze up top thanks to a standard sunroof and a soft enclosure aft that can roll out of the way.



PMY's Numbers | Maritimo A55

rpm	mph	knots	gph	mpg	nmpg	range	nm range	db	angle
1000	11.8	10.3	9.2	1.28	1.12	1,098	955	67	2.0
1250	12.7	11.0	19.0	0.67	0.58	572	497	70	4.0
1500	18.8	16.3	28.0	0.67	0.58	575	500	72	6.0
1750	24.1	21.0	37.0	0.65	0.57	557	485	75	5.0
2000	29.0	25.2	52.0	0.56	0.48	477	415	78	6.0
2350	35.6	30.9	80.0	0.44	0.39	380	331	84	5.5

vitals

Propulsion:

2/715-hp Volvo Penta D12 diesel inboards; Twin Disc MG5059A gears w/ 2.04:1 reduction ratio

LOA x Beam: 57'10"x17'1"

Draft: 4'3"

Weight (dry):

29.2 tons

Fuel: 951 gal.

Water: 528 gal.

Std. power:

2/715-mhp Cummins QSM11 diesel inboards

Cabins: 1 master, 1 VIP, 2 guest

Price as tested:

\$1,699,500

Conditions:

temp: 72°F;

humidity: 60%;

wind: 8-12 mph;

seas: 2'; **load:** 396 gal. fuel, 185 gal. water, 6 persons,

500 lbs. gear;

Speeds are two-way averages measured w/

onboard GPS.

GPH taken via Volvo Penta electronic display.

Range 90% of advertised fuel capacity. **Decibels** measured on A scale. 65 dB-A is the level of normal conversation.

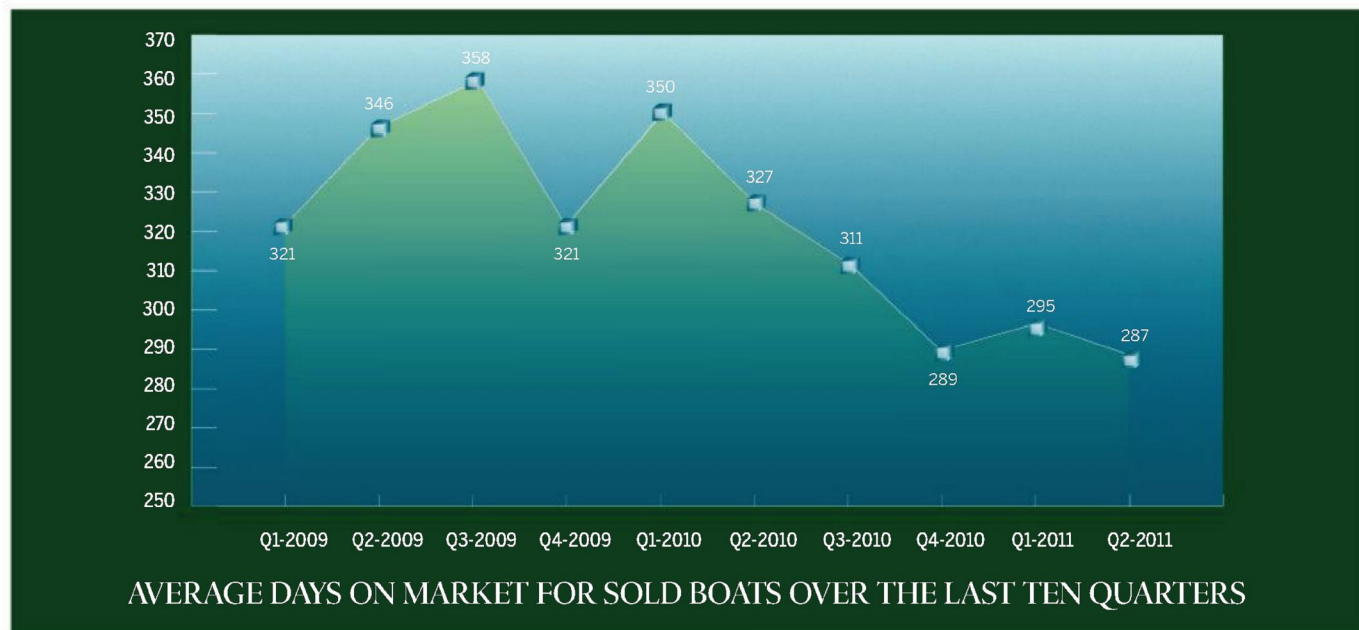
Above: Despite her enclosed bridge, the Aegean 55 has pleasing proportions devoid of topheaviness.

BROKERAGE

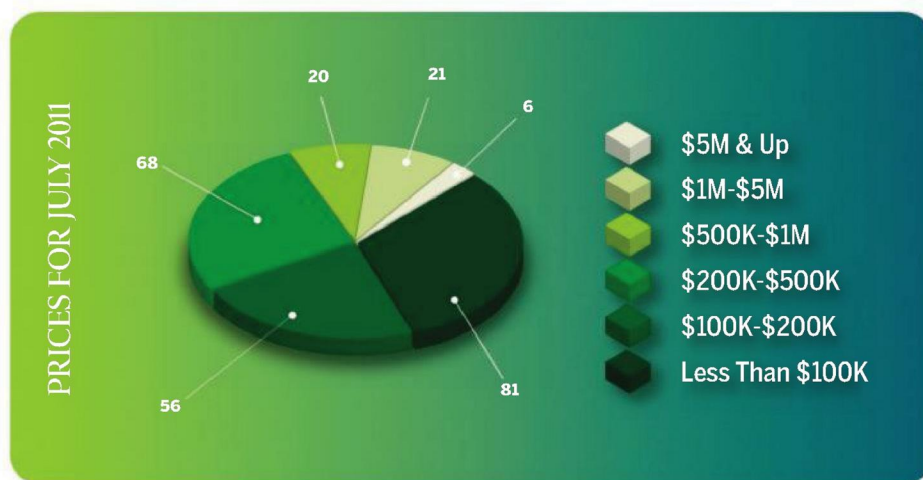
BREAKING OUT THE LATEST BOAT-SALES DATA FROM YACHT COUNCIL.

TEXT BY JASON Y. WOOD

Time on Sale Falls



What does it mean when time on the market begins to drop for yachts sold through yachtcouncil.com? "A lot of boats that would normally come onto the market after being one to three years old never got built," says Steve Moynihan of HMY Yacht Sales [(561) 775-6000; www.hmy.com]. "There's a definite shortage of late-model pedigreed product."



Number of yachtcouncil.com-listed yachts that closed in July 2011, by selling price. Sixteen percent of the total (40) had incomplete sales data so final prices were estimated using the average discount from sales for the month.



Life of Riley

A 2008 Fleming 65 powered by twin 800-hp MANs, she sold on July 11 after just 301 days on the market. Her former owner has moved up to a brand-new Fleming 78.

Photo courtesy of Chuck Hovey Yachts

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V72

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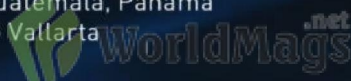
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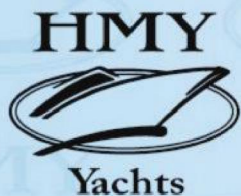
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V62

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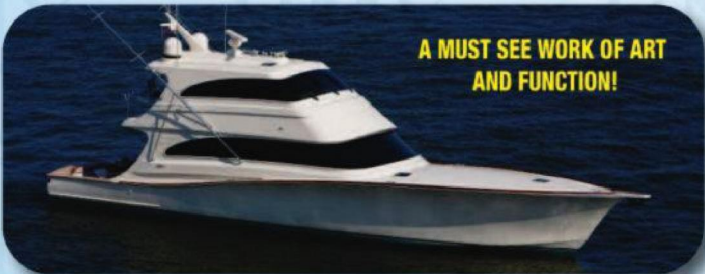
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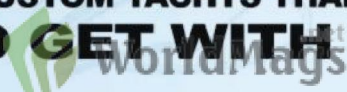
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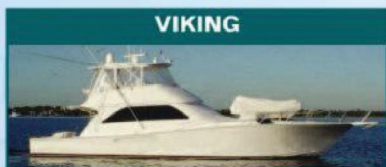
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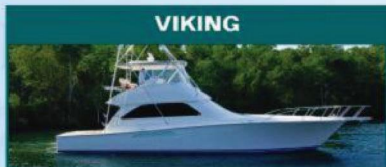
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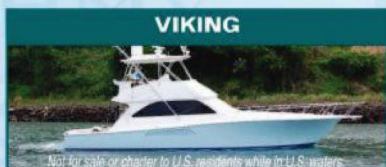
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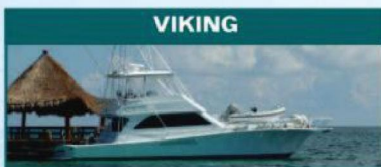
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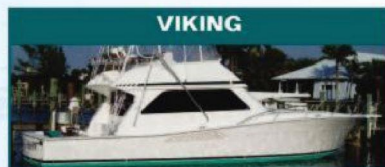
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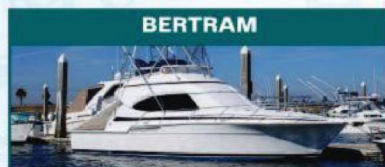
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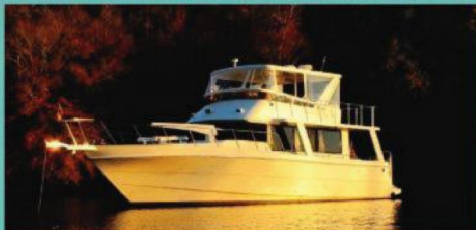
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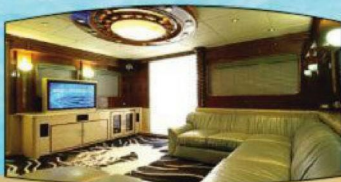
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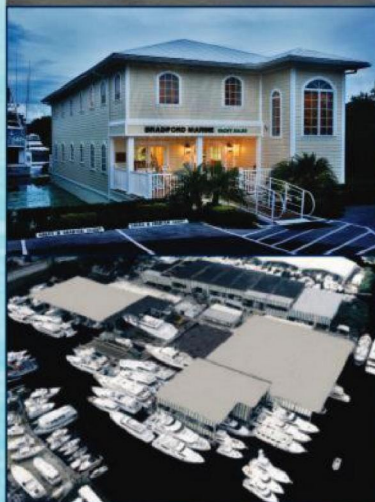
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SOLD



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2006 Viking 56 Convertible



1998 Viking 55 Convertible



1987 Bertram 54 Sportfish



2002 Viking 52 Convertible



2001 Viking 50 Convertible (also '97)



2006 Viking 48 Convertible



2005 Viking 48 Convertible



2000 Viking 47 Convertible



2008 Ricky Scarborough 50



2009 Custom Carolina Gilliken 45

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- 62' Buddy Davis Sportfish-Spacious! 1977
- 61' Viking Sport Cruiser MY- 2004 & 2005
- 61' Viking Convertible - Mezzanine! 2001
- 60' Viking Convertible - NEW 2012 In Stock!
- 60' Viking Convertible - LOADED! 2008
- 60' Jefferson Marquessa MY - Freshwater 1987
- 58' Custom Carolina Taylor Made 2000
- 58' Viking Sport Cruiser V58 - Nicel 2005
- 57' Custom Carolina- Great Charter! 2001
- 56' Alden Downeast Flybridge 1996
- 56' Alaskan Raised Pilothouse 2006

- 56' Viking Convertible - '07 Updates- 2006
- 55' Viking Convertible - '08 Updates-1998
- 55' Sea Ray Sedan Bridge 550 - 1993
- 55' Ocean Convertible-Reduced! 1990
- 54' Custom Carolina Alex Willis 2005
- 54' Sea Ray 540 Sundancer-1999 & 2000 (2)
- 54' Bertram Sportfish-One owner-1987
- 53' Elco Commuter-Restored! 1937
- 53' Jarrett Bay Custom-New paint 1993
- 53' Cavaleer Convertible-only 145hrs-'05
- 52' Viking Convertible - Mezzanine 2002
- 50' Cruisers 5000 Sedan - CAT power 2001
- 50' Hatteras Convertible - Pro kept - 1999
- 50' Fairline Phantom-low hours 2002
- 50' Omie Tillet Custom Carolina 1977
- 50' Cruisers 5000 Sedan 2001

- 50' Ricky Scarborough Custom 1982
- 50' Ricky Scarborough Open 2008
- 50' Viking Convertible-2001, 1997 (2)
- 50' Viking Convertible - New 2010!
- 49' Cruisers 490 Sedan-Loaded! 2006
- 48' Viking Convertible-Mezzanine '05
- 48' Viking Convertible - CRM power 2006
- 48' Viking Convertible-2002 and 2003
- 48' Viking Convertible - Updated!(2)1988
- 48' Sea Ray Motoryacht-3strms! 2004
- 48' Chris Craft 480 Catalina MY 1988
- 47' Davis Convertible-Upgrades - 1991
- 47' Viking Convertible - Fresh motors 2000
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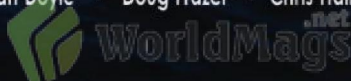
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2006 Cabo 40 Flybridge Yacht



2003 Cruisers 4450



2004 Cruisers 45 Express



2006 Cruisers 420 Express IPS



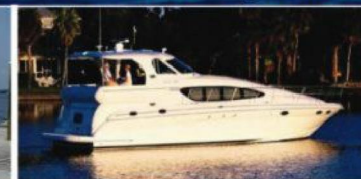
2001 Cruisers 5000 Sedan



2002 Fairline 50 Phantom



2006 Cruisers 497 Sedan



2004 Sea Ray 48 Motoryacht



1996 Alden 56 Downeast FBMY



2000 Sea Ray 540 Sundancer



1998 Sea Ray 45 Sundancer



1937 Elco Commuter Restored



2005 Viking Sport Cruiser 61 FBMY



1987 Jefferson 60 Marquessa MY



2005 Viking Sport Cruiser V58



2006 Alaskan 56 Raised Pilothouse



1999 Sea Ray 540 Sundancer



2005 Viking Sport Cruiser 70 FBMY



2000 Viking Sport Cruiser V65



2004 Viking Sport Cruiser 61 FBMY

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Her amazingly low-carbon footprint has put **MAZU** in a category as one of the greenest yachts of its size in the world, benefiting from a very evolved commercial engineering and naval architecture background. This approach not only offers the owner greater reliability, but also 35% (or better) fuel savings. **MAZU** has also had the advantage of her sister's extensive long-range voyages to refine her with such upgrades as added length to the swim platform, a hardtop on the flybridge, and retractable awnings on each aft deck. She also features improved access and a third 90kW generator to her forward water-tight machinery room.

MAZU is very similar to her sistership in décor but differs in the way of additional crew space thus giving accommodations for a total of 12 crew. Her exterior is a drastic departure from her sistership with beautifully executed paint work in a very dramatic high-gloss deep red hull finish. If that doesn't put the "wow" in the wow factor, what does?

For information or an appointment to see **MAZU**, please contact Marty Isenberg, Cheoy Lee Shipyards representative at (954) 527-0999 or email martyi@cheoylee.com.



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BRAVO 95 ENCLOSED PILOTHOUSE 2006 - On deck master, 3 guest cabins, 2 in crew with lounge, C-32 1652 HP CAT's, twin 40 kW gen sets, original owner. En-route to Florida. \$4,395,000. Contact Marty Isenberg 954-448-0561



BRAVO 78' CHEOY LEE 2008 - Spacious Sylvia Bolton interior w/rich Sappelle wood. 3 SRs, crew aft/roomy lounge. 2x CAT C-3412E's. 1,400 HP each, 2x 30kW Northern Lights gens. 2 available 2008 & low hour 2009. Contact Marty Isenberg 954-448-0561.



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2005 HINCKLEY TALARIA 29C

DAISY is a Super Jet Black hull T29 Center Console with T-top enclosure, table and much more. Originally built as a Company showboat. Set up for shallow draft exploring or fishing, can seat 10. Portsmouth, RI \$250,000



2008 HINCKLEY TALARIA 29C

EAGLE is the newest, best, most optioned T29C we have built. Teak transom, teak sole, low engine hours, in fantastic shape. She represents incredible savings over a new T-29 C. Southwest Harbor, ME \$310,000



2008 HINCKLEY TALARIA 29R

BUCKY TOO is a beautifully outfitted T29 Runabout with low engine hours and a teak transom. Used exclusively for day boat harbor cruises and island hopping. Owner is moving up to a larger Hinckley and she is seriously for sale. Edgartown, MA \$275,000



2008 PICNIC BOAT EP

SPAGHETTI & MEATBALLS is a beautiful 2008 air-conditioned Picnic EP. Rare opportunity for the discerning buyer. Spent the fall in Great Lakes fresh waters, then inside-heated storage. Custom SS bow rail + new, custom Loadmaster trailer available. Chicago, IL \$525,000



2000 HINCKLEY PICNIC BOAT CLASSIC

"888" is an Aristo Blue Picnic Boat with opening ports, anchor well and windlass. 579 hours on 420-hp engine. Stored inside and is well preserved – good mechanics, cushions, paint and varnish – near Cape May, NJ. \$245,000



1999 HINCKLEY PICNIC BOAT CLASSIC

ROVER has a new engine with minimal hours and is ready for a new home. She has been cared for in unrivaled fashion. Claret Red with a custom teak bow sprit and reverse-cycle heat/Air conditioning. Portsmouth, VA. \$199,000



2009 HINCKLEY TALARIA 38R CONVERTIBLE

CHARMER is a late model, sleek sport runabout with the spectacular push-button convertible roof. Twin Volvo 435-hp engines with light use, only 155 hrs. Flag Blue and ready to go. In receivership and must be sold. Stuart, FL \$895,000



2002 HINCKLEY TALARIA 40

FULL CIRCLE has enjoyed the Hinckley Service pkg and lived a pampered life. Gone thru from stern to stern, she looks just built. Impeccable varnish, flawless teak decks, and canvas and upholstery make her stand out in the fleet. Portsmouth, RI \$605,000

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1988 Ocean 55ss
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2000 Sea Ray 460
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2006 Cruisers 460
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1999 Ocean 45 SS
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2005 Cruisers 440
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2004 Post 42
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2000 Carver 396
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2004 Meridian 381
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2007 Fountain 38
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2006 Silverton 38 SB
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2003 Luhrs 36C
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2005 Formula 330
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1996 Trojan 440
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2004 Cruisers 340
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2004 Mariner Orient 34
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2008 Monterey 330
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48



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2007 Marlow Explorer 72E-CB

"Janice Kaye" is an exquisite Marlow Explorer with Command Bridge option. The well laid out interior offers four staterooms and three full ensuite heads. Powered by CAT 1400hp 3412's, she can cruise at 24 knots.



2003 Marlow Explorer 70E

"Happy Endings" has three staterooms, heads and separate full crew quarters. Well maintained, low hours and many recent upgrades, her 800hp CAT's let you cruise at 8 knots for over 1600 miles. Please call today for details.



2002 Marlow Explorer 65C

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2006 Marlow Explorer 53C

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2008 Marlow Explorer 53C

"Miss Ruth" is a lightly used, well equipped Explorer 53C powered by 700hp CAT C-12's. She is maintained to the highest level by her meticulous and knowledgeable owners. Call today for details about this beautiful yacht.



2008 Marlow Explorer 70E-CB

"Jackpot II" is a Command Bridge Explorer. Powered with 1015hp CAT C18's delivering a top speed of over 25 knots and a cruising speed of 23 knots; she sips just 9gph at 8.3 knots giving an impressive range of over 1,800 miles.



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Triple Four Stroke Yamaha 250's power this very classy picnic boat. With same construction methods as her big sisters, the Marlow Explorers, "Sea Ya Later" will be the talk of the dock.



1990 Bertram 505 Convertible

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1996 46' Grand Banks Europa

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2004 Heritage East 42+4

"Knot So Fast" is an extremely well maintained two stateroom yacht with a beautiful teak interior. Her twin Cummins® diesels provide an 8.5 knot cruise burning only 4 gph. Please call now for details.



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This nicely designed yacht with three staterooms, comfortable pilothouse and large flybridge is powered by twin 430hp Volvo® diesels. Owner will consider reasonable trades!

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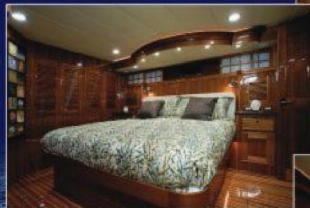
2003 Marlow Explorer 72C
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My Patricia



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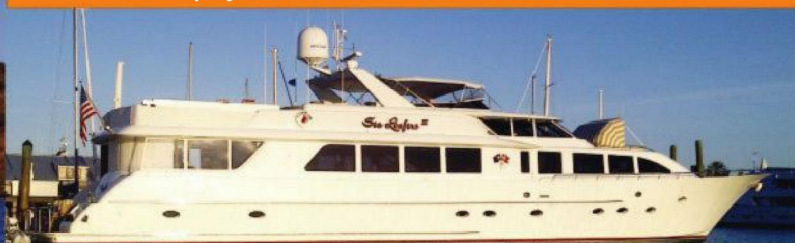


CHARISMA 130' (40m) :: Hatteras :: 1995/2007 :: \$5,900,000
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KAPALUA 115' (35m) :: Crescent :: 1996/2010 :: \$3,950,000
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SEA LOAFERS III 112' (34m) :: Westport :: 2000 :: \$4,150,000
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GRAZIANNA 91' (28m) :: Palmer Johnson :: 1999 :: \$3,195,000
Chuck MacMahon :: Fort Lauderdale :: +1 954 522 3344 :: chuck.macmahon@northropandjohnson.com



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PHILIPPA 63' (19m) :: Baia :: 2004 :: \$789,000
Mark Gibbons :: San Diego :: +1 619 226 3344 :: mark.gibbons@northropandjohnson.com

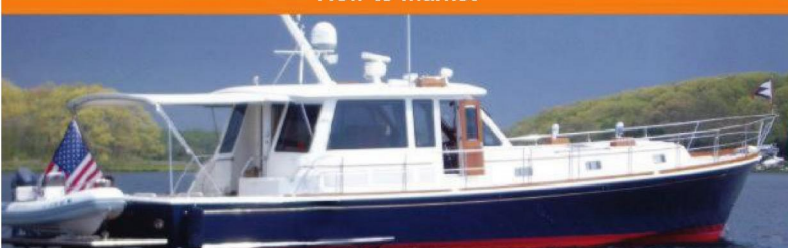


VENDETTA 57' (17m) :: Derektor :: 2005 :: \$1,950,000
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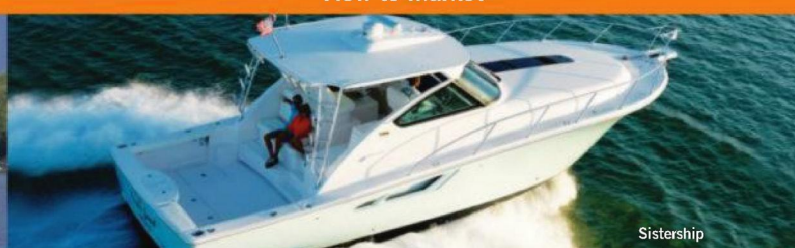
SECOND LOVE 52' (16m) :: Alden Yachts :: 2006 :: \$795,000
Bob Jarrett :: Newport :: +1 860 460 4985 :: bob.jarrett@northropandjohnson.com

New to Market



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MIMSEA 43' (13m) :: Tiara :: 2004/2005 :: \$419,990
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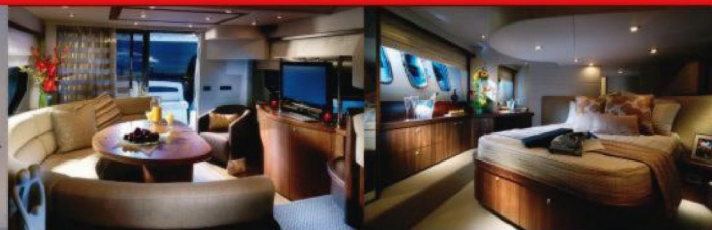
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61' - 58' Viking Sport Cruisers



61' 2006 \$1,495,000 Ryan 941.545.6025
58' 2008 \$1,829,000 Matt 850.259.9900

58' Viking



58' 1997 \$495,000 Kevin 850.259.1229
58' 1998 \$599,900 Gregg 813.495.0301
58' 2000 \$775,000 Randy 713.816.2165

57' - 56' Carver



57' 2004 \$459,000 Eric 850.259.3172
56' 2006 \$569,000 Pete 239.777.2384
56' 2006 \$559,000 Eric 850.259.3172

56' - 53' Carver



56' 2005 \$649,000 Gregg 813.495.0301
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49' Trawler 2001 \$429,000
Dianne 239.293.5292
49' Classic 1983 \$279,000 Larry 850.259.8989

47' - 46' Cruisers



47' 2006 \$499,000 Eric 850.259.3172
46' 2006 \$349,000 Dianne 239.293.5292

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45' 1999 \$210,000 Rick 979.285.5499
44' 2002 \$200,000 Kerry 941.920.0774
44' 2001 \$219,500 Johnny 281.830.6336

46' - 42' Grand Banks



46' 1990 \$265,000 Ben 850.259.8009
42' 1989 \$245,000 Stan 850.596.1645
42' 2000 \$399,000 Dianne 239.293.5292

43' - 42' Tiara



42' 2003 \$349,900 Nick 850.830.4474
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36' Tiara



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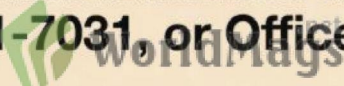
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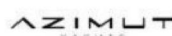
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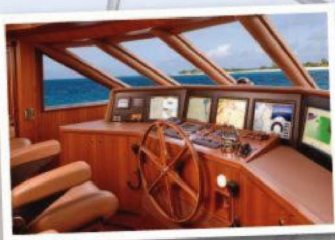
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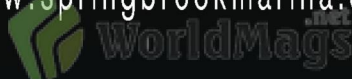
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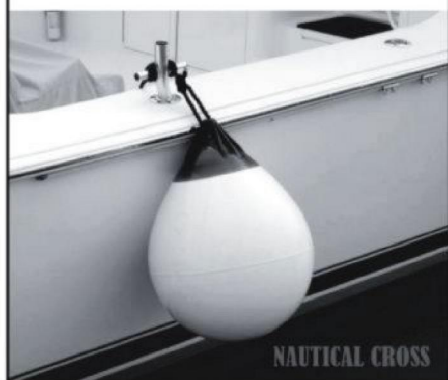
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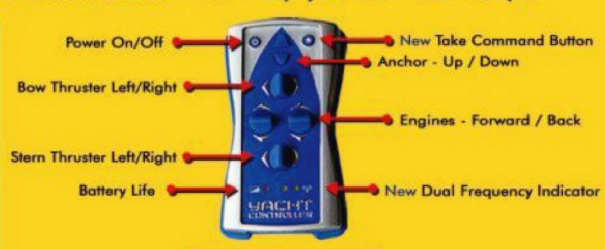
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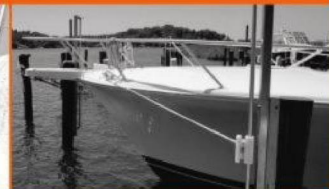


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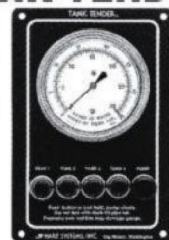
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AFTER WORD

NEVER TRUST THE SCOTTISH WEATHER—OR AN ANCHOR IN A KELP FIELD.

TEXT BY ALAN HARPER

Highland Fling

The west coast of Scotland is the finest cruising ground on earth—myriad sheltered sounds bejeweled with deserted islands that glitter green and purple in low sunlight. The tides are manageable (avoid the Gulf of Corryvreckan at springs), the water is clean, and the natives are friendly. There is history, geography, and geology. There is also meteorology.

That's the reason the world isn't better acquainted with this place. The weather is often atrocious. Sometimes worse.

This was years ago. We were cruising in a 36-footer up through the Sound of Mull and northward into the Sound of Sleat. The weather was clear. The forecast was for a breeze from the south. We needed a snug spot to anchor for the night.

Isleornsay fit the bill. A few other boats had the same idea—mostly sailing cruisers settling down for the night. We cooked a meal and watched the sunset. The wind fell light and the summer sky was clear and starlit. Just before turning in, I let out the rest of our anchor chain.

They say four in the morning is man's lowest point, not the best time to be awake if you're feeling vaguely suicidal. If I had known then that daybreak would bring no relief—in fact quite the opposite—I might have just cut my losses and swum for it.

I was woken by waves slapping the hull. The stars were gone. The wind, warm and southerly, seemed to be gathering strength by the minute. So much for the forecast. There was no going back to bed, so I made coffee. The boat was swinging wildly with each gust, and as a gray dawn began to brighten a gray sea and sky, I could see that the deep-draft sailboats downwind were coping somewhat better. Making bow waves in the spray and chop, they looked like a flotilla of destroyers. They seemed to be getting closer.

Kelp kills anchors. The long, rubbery fronds prevalent in these parts choke the flukes, so once the anchor starts to drag it's almost impossible to reset it. We carved our lonely furrow stern-first through the anchorage as Dave, my friend and crewman, hauled the spare anchor out of the lazarette and cast it as far as he could, making fast the warp on the stern cleat. Our progress slowed momentarily, but then resumed—crabwise this time. Now we were ploughing *two* furrows.

The boats astern were getting closer. Worried faces peered out at us.



“And cheer up—you're the best fun we've had all week!”

Our main anchor hooked the chain of one of the yachts as we rushed past, and we started dragging him too. There was nothing else for it—Dave secured a fender to the end of our second anchor warp and set it free while I marched to the bow with the breadknife to slice through the rope at the bitter end of the main anchor chain, then ran to the helm as the boat gathered speed and bore down, broadside-on, to the hapless sailors. I engaged the throttles just in time to get the boat under control. We were under way, out of anchors, and out of ideas.

We motored round in circles until the gale died about mid-morning. Sleepless, stressed, and disheveled, we formulated a plan. Others chipped in with advice over the VHF. We could see our second anchor, buoyed by Dave's sheet bend, and plodded across to retrieve it.

Amazingly, the yachtsman we'd hooked had managed to secure our anchor while resetting his own. We rigged every fender we could find and tentatively went alongside him. He seemed remarkably sanguine.

“Can we have our anchor back, please?”

“Of course!” he beamed. “And cheer up—you're the best fun we've had all week!” PMY

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